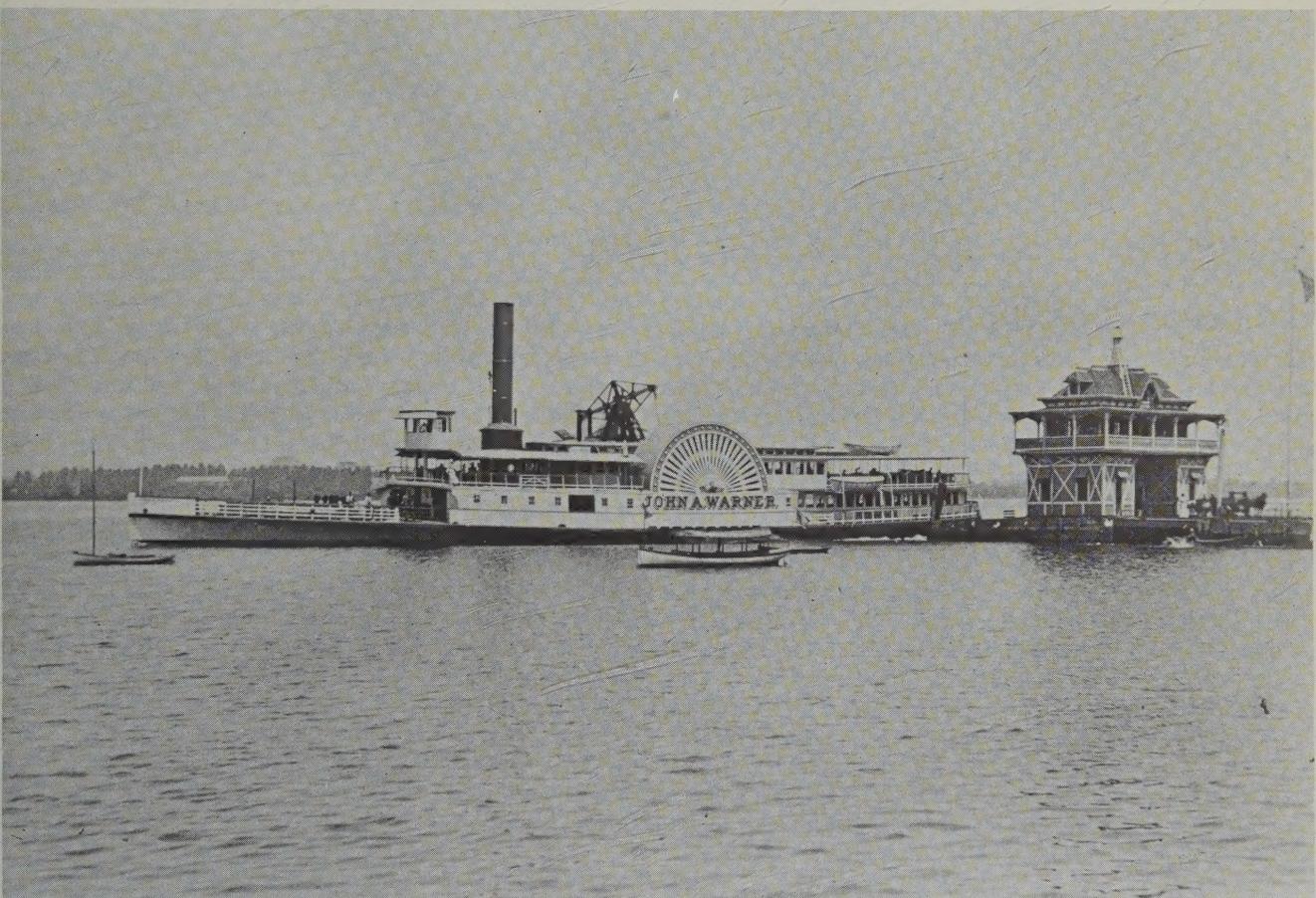


STEAMBOAT BILL

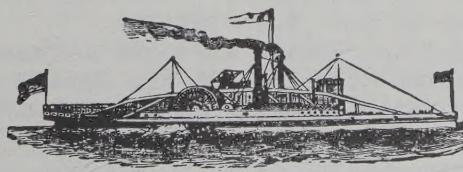
No. 71

FALL 1959

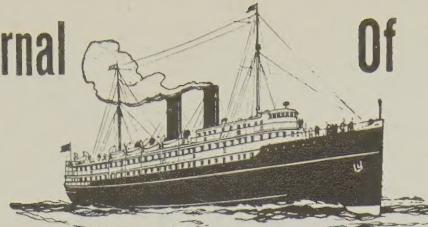


Journal Of The Steamship Historical Society Of America

West Barrington



Rhode Island



STEAMBOAT BILL

A publication relating primarily to North American steam and other power vessels, past and present, and issued to promote and coordinate the activities of historians and collectors of the Steamship Historical Society of America, Inc. The success of Steamboat Bill depends on the sustained cooperation of SSHSA members, and material for possible publication is welcome. Though no responsibility for unsolicited manuscripts can be accepted, care will be taken to ensure their safe return if requested. Opinions expressed by authors are not necessarily those of the editors. Subscription to Steamboat Bill is by membership in the Society (see the inside back cover). Active membership four dollars. Single copies one dollar.

Editor in Chief: Edward O. Clark, Box 52, Chalfont, Pennsylvania

Editors: C. Bradford Mitchell, 7019 Shore Road, Brooklyn 9, New York

Donald C. Ringwald, 93 West O'Reilly Street, Kingston, New York

Victor E. Scrivens, 565 First Street, Westfield, New Jersey*

Associate Editors: Jay Allen (Founder) 2 Saffer Court, Urbana, Illinois

R. Loren Graham (Photo Editor), 108 Farragut Road, Swampscott, Massachusetts

Edwin A. Patt (Circulation), 53 Annawamscut Road, West Barrington, R.I.

Robert W. Shepherd, Oldfield House, Como, Quebec, Canada

Frederick Way, Jr., 121 River Avenue, Sewickley, Pennsylvania

James T. Wilson (Indexing), 414 Pelton Avenue, Staten Island 10, New York

*Indicates the production editor in charge of the present issue.

Number 71

Fall 1959

Volume XVI, Number

Pilot House As reported elsewhere in this issue ("New England and Eastern Canada", p. 71) BRINCKERHOFF, the beam-engined sidewheeler already saved once from the scrap-heap through the efforts of our Society, is now to be abandoned by the Marine Historical Association's Mystic Seaport and probably scrapped. Following publication in the New York press of the news, President Jim Wilson wrote to the editor of the Herald Tribune commenting on Mystic's proposed action, and instead of venting our own intemperate feelings about it, we here quote from Jim's reasoned letter:

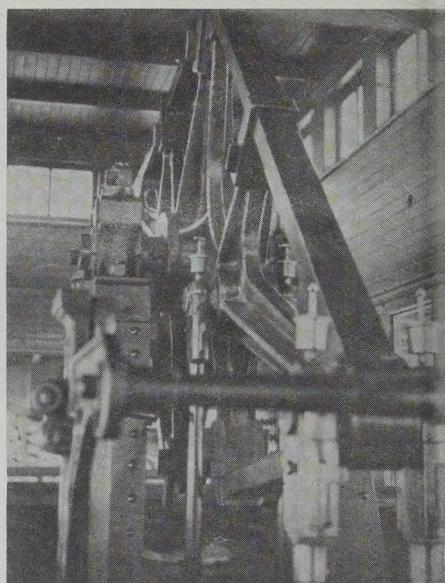
"The Marine Historical Association, operating the museum at Mystic, has repeatedly stated that its basic purpose is to recreate an historically accurate 19th century seaport, 'bringing to life our maritime heritage'. Whether we reproduce early or late 19th century, steam is part of the scene. To present Mystic Seaport in terms of sail only, is a distortion of emphasis unworthy of a serious historical association. One might as well omit all stables and hitching posts, and pretend there were no horses in the streets. When the Civil War broke out, it was the steam ferries, river boats and coastal paddlers - not the sailing vessels - which were hastily gathered into a makeshift Union Navy that so successfully blockaded the Southern ports.

"Now as to the hard financial facts: Museums are financed largely by endowments, and endowments always have strings attached. Many shipowners founded family fortunes in the days of sail, and so gifts to the museum have often been for purposes dictated by family traditions and sentiment. As a result, BRINCKERHOFF has for years been the stepchild of Mystic's budget. But are present-day steamship lines and shipping companies mere soulless corporations, totally devoid of sentiment or interest in the history of steam navigation? It seems to me that the modest amount needed to restore BRINCKERHOFF, or set up her engine ashore in working condition, could be absorbed in the advertising budget of any of our large operating companies, or one of the big shipyards. It would be an excellent project also for the sponsorship of a trade group or port association.

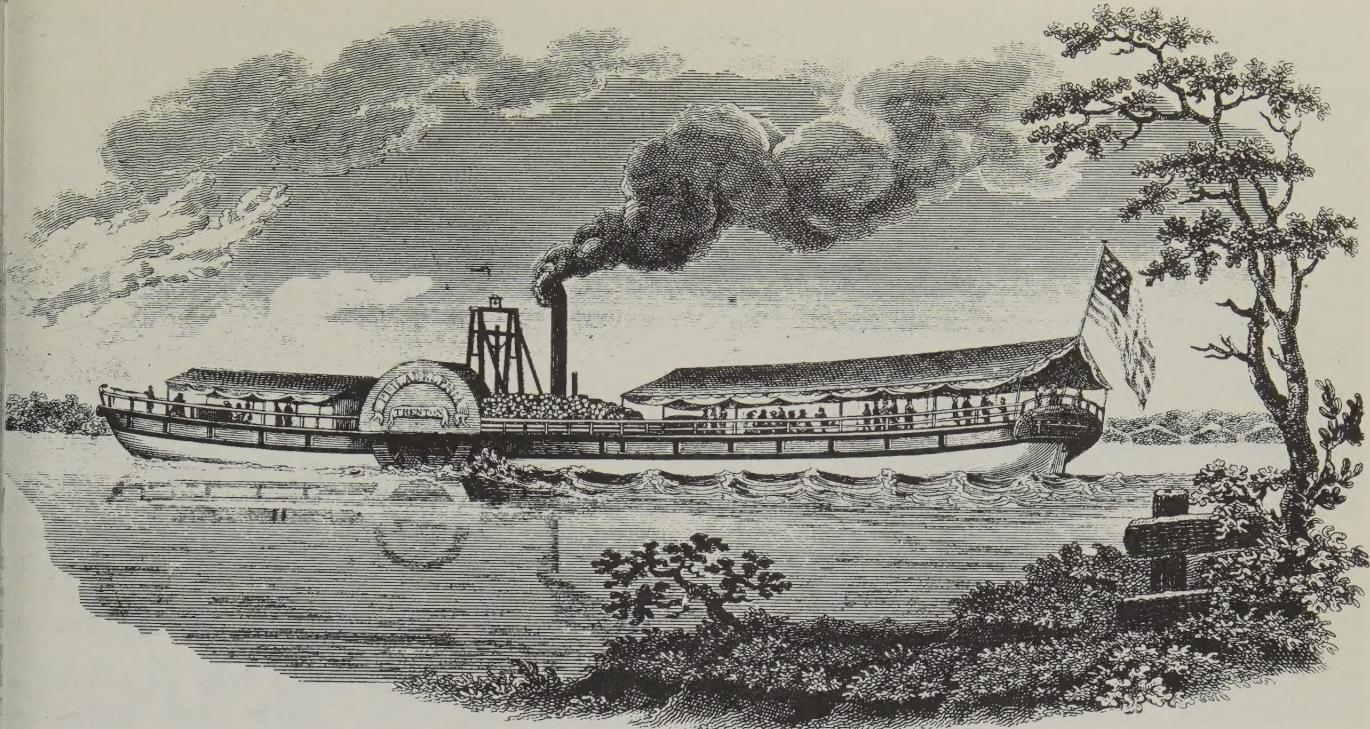
"The San Francisco Maritime Museum also has a ferryboat, Southern Pacific's barge EUREKA, a vessel some eight times the size of the little BRINCKERHOFF. Does California have more money than the East Coast, or merely more interest?"

Our Masthead cut, from Loren Graham, is of N.Y.-Portland steamer NORTH LAND 207282 of 1910. Our front cover shows JOHN A. WARNER (see p.70) leaving Riverton, N.J., about 50 years ago. The wharf house, still standing, is the Riverton Yacht Club.

--Photo by N. R. Ew



BRINCKERHOFF's Walking Beam
--Photo by D. C. Ringwald



HILADELPHIA of 1813, knicknamed "Old Sal" --Courtesy Historical Society of Pennsylvania

STEAMBOATS ON THE UPPER DELAWARE

By Bengt T. Hyberg

Steamboating started early on the Delaware River. As a matter of fact, it was the first river in this hemisphere and one of the first in the world to witness steam navigation.

John Fitch, of our city of brotherly love, built the first steamboat to part the ways of the Delaware in 1787. First he had paddles working in frames, later he tried the endless chain drive, but he abandoned these for the side wheel drive. The cylinder heads were wood and leaked along with the valves, which refused to seat, and the ill-fitting pistons. When these defects were corrected he made several trips from Philadelphia to Burlington and one trip to Trenton.

Fitch's steamboats became reliable and could maintain a speed of three or four miles per hour. He had several boats. His best and last boat was about 60' long, 8' beam, driven by stern paddles. There was one cylinder of 18" diameter which received steam from a boiler that was his greatest worry. On a twenty mile trip to Burlington, this boiler failed and he had to return on the outgoing tide.

One of Fitch's steamboats reached a speed of seven miles per hour in 1790 and he wrote, "We reigned lord high admirals of the Delaware." In that year, this boat was used to carry passengers between Philadelphia, Burlington, Bristol, Bordentown and Trenton with an occasional trip to Chester and Wilmington. This steamboat was the first regular passenger packet and ran almost 3,000 miles in regular commercial service. Remem-

ber, this was in 1790.

River boats were the main arteries of travel with all other means of transportation just the feeders for the steamers. The study of the development of the steamboat was the study of the expansion of America. A country could only grow as fast as its transportation would allow. Steamboats began to mean to the people who lived at that time what the railroads, highways and airways mean to us now. The Delaware, being the most centrally located large river, was the most important highway for steamboat development. To the country at this time, waterways were the great highways with economical and easy facilities for hauling freight and passengers. The land was only an obstruction that made the hauling of traffic hard, slow and expensive.

The Delaware was the gateway to the West, bearing traffic from New York, Albany and Boston to the Pennsylvania canal, which went as far west as Pittsburgh. Then the Delaware helped to connect these cities to the capital, Washington. It is safe to say that the Delaware was America's U.S. Highway No. 1 with the 30 miles between Trenton and Philadelphia being the most congested leg. After a person had traveled by stage from Perth Amboy or New York to Trenton, he considered the remaining 30 miles by steamboat to Philadelphia a pleasure. The jostling received in the slow box stages was reduced when springs were placed under the passenger seats and faster time could be made over the rough roads. A steamboat or smart sailing

sloop would leave the Battery, New York for Perth Amboy and would make this 23 miles in two hours if by steamer and from two to five hours if by sloop. From there, the passengers would take one of the "Flying Machines" or fast stage coaches to Trenton and would do this 36 miles in about four hours. From Trenton to Philadelphia, he would use the steamboat which would cover the remaining 28 miles in about two hours. Although this added up to eight hours, the whole trip would often take about ten hours because of wet weather, which would make the roads slow for the coaches. The steamers, however, would not wait for a delayed stage and a traveler often had to wait until the following morning to get the next boat.

The Delaware's importance was recognized by John Stevens of New York, one of the earliest steamboat promoters. He sent a steamboat to the Delaware by the Atlantic Ocean, the first ocean navigation by steam. Her name was PHOENIX and she was to run from Philadelphia to Bordentown. PHOENIX could make her trip of 28 miles in three hours with the tide and in five hours against the tide. To see this vessel making her way up the river was something like seeing the commotions a galloping goose makes trying to take off from the water with wet wings. Her paddles had no covers and she threw the water as high as the smokestack. Although PHOENIX had a singular appearance, without even a pilot house, she was a great ship and much of her sound design was used in all the steamers that followed her. She had 37 sleeping berths and ran only a few years because she soon became obsolete by the fast crowding changes. Abandoned on the Kensington flats, above Philadelphia, PHOENIX soon rotted down to next to nothing.

To take the place of this great pioneer, PHILADELPHIA was built to serve the city after which she was named. Strangely enough PHILADELPHIA was built in Hoboken in 1813 by Robert L. Stevens and in her he introduced several new engineering advances, which included screw bolts and expansion engines.

PHILADELPHIA was one of the few steam vessels to carry a figurehead and a grotesque figurehead it was of Old Sal. The face was so impressive that the boat was known as "Old Sal". Besides her odd figurehead, she carried another unique feature, a brass cannon on her foredeck. When PHILADELPHIA approached the bend in the river beyond which lies Burlington, the cannon was fired for the dock hands in Burlington to be ready for the landing when she arrived. This was a great show and the passengers liked it until one day when the cannon was overcharged and it exploded. The sailor who fired the gun was atomized. "Old Sal" was very popular and her admirers thought that a better and faster boat could never be built. Her death was one that all boats like to suffer, just being

worn to fragments in her originally designed service.

Stevens had incorporated his enterprises into the Union Line by 1820. Among the boats that followed PHOENIX and "Old Sal" were RAINBOW, SWAN, JOHN STEVENS, RICHARD STOCKTON, JOHN NIELSON, BURLINGTON and TRENTON. The business was very profitable, so naturally there was opposition which came in the form of the Citizen's Line with the boats AETNA and PENNSYLVANIA.

At this time, the hazards of steamboating were rather numerous and many boats were lost by fire, boiler explosions, collisions hitting rocks and many other unpleasant endings too numerous to mention. Fire took the life of BRISTOL while she was moored to her dock. She was a small boat that ran from Philadelphia to Bristol. The Citizen's Line AETNA had a boiler flue collapse which ruined the name of the boat and she finished her days as a freighter.

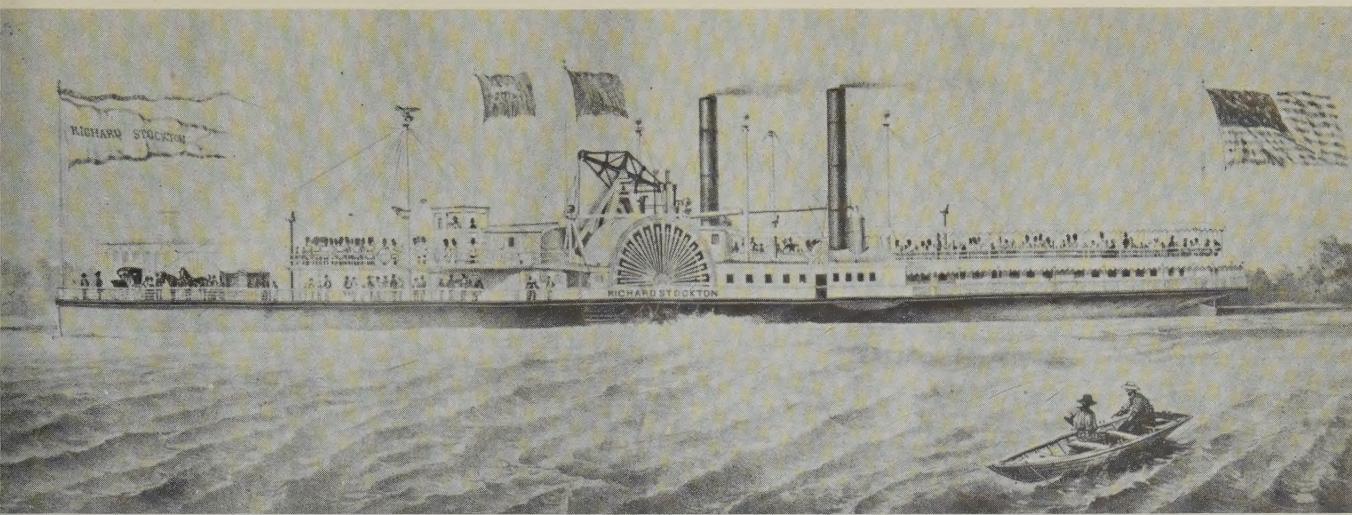
Because of the great fear of boiler explosion, the safety barge was developed. This was a barge with furnished cabins but no engine or boiler in it. It was towed by a steamboat far ahead of the barge and if the boiler should explode, the passengers on the barge would be much safer. A new company employed these barges and tried to cut in on the Union and Citizen's Lines with the steamer CONGRESS. Due to the slower speed of the safety barges, this newcomer was forced to quit at the end of two years.

The remaining two lines did not use safety barges and kept their fast steamers. Each company brought down a boat from New York. Union Line secured FRANKLIN in 1821 and the Citizen's Line brought down ALBEMARLE in 1822. These ships returned to New York and the Union Line built TRENTON in 1824 and BURLINGTON in 1827 to supplement its remaining fleet of boats. NEW PHILADELPHIA was built in 1826 for the Union Line and was the first large steamboat on the Delaware. She was 170' long, 24' beam and carried a cylinder of 55" in diameter acting on a 10' stroke. This Philadelphia built boat only ran her for two years and then was placed in the New York-Albany run.

We have reached 1830 and the river is crowded with steamboats and sailing sloops. A print of the Philadelphia Harbor in 1830 will show how true this was.

A certain Jacob Ridgway had an independent steamboat which he combined with a set of stage coaches for a through service from New York to Philadelphia. At this time the competition became feverish and the fare from Philadelphia to Bordentown was cut from 50 cents to 6 cents.

In the height of the rivalry, the steamboats would race and advertise their record runs. There were times when the steamboat wouldn't stop at small landings in order to



RICHARD STOCKTON of 1852 as she first appeared.

--E. O. Clark Collection

ake better time and the passengers would be left waiting at the wharf. The steamer would mount past with its boilers roaring and clouds of black smoke belching out of its funnel. This continued for some time. But the Union Line found the opposition too strong to be shaken off, and too harmful to be endured. So they bought out their great competitor, Jacob Ridgway, with his steamboats, stages and valuable river property at Philadelphia which included a ferry to Camden.

Now in 1830 the time between New York and Philadelphia was about eleven hours. The bottleneck in the service was that part of the run that was made overland by stagecoach. Stevens' Union Line had most of the traffic, and at times all of it, after he bought out Ridgway. The Citizen's Line was the only competitor. Stevens was interested in reducing the time taken up in the overland travel. This was done when the Camden and Amboy railroad was constructed along a rail through the forests of New Jersey. When the rail lines were completed from South Amboy to Bordentown, steamboats connected both terminals with reliable time tables. Although the railroad ran on to Camden, most passengers changed at Bordentown to take the steamer down the Delaware to Philadelphia. The time was thus reduced to eight hours. Robert Stevens was also the first president of the Camden and Amboy Railroad.

When the railroad was first opened, the route from New York was altered slightly from the stage coach route. The steamboat left a pier in the Hudson River near the battery for South Amboy instead of Perth Amboy. Then the railroad substituted for the stage coach trip to Bordentown and from there to Philadelphia via the usual steamer route. A writer in the "North American" of 1839 describes the journey:

"A busy scene ensues immediately after leaving the dock in New York, from the crowding of passengers to the office window to pay the fare, \$3.00, and to arrange for the seats in the rail cars; on this the comfort and

pleasure of a party of ladies or gentlemen must depend, and this should be attended to immediately, if possible, before or after sailing, or even the day previous....as the hurry and pressure at times on this occasion is disagreeable....

"On arriving at South Amboy, the cars and locos will be found in readiness on the wharf; the ascent soon enters a line of deep cutting through the sand hills, and continues in a barren and uninteresting region to Hubertsville, Hightstown, Spotswood and Centreville, 36 miles to Bordentown, on the Delaware River....

"The cars make a pause on the banks of the Delaware, and a change of conveyance takes place, usually to the steamboat, down the river to Philadelphia, although the railroad is continued on the east side of the river, 28 miles to Camden. The change in the mode of getting on from Bordentown, for the remaining distance by water of 28 miles, will be grateful and will, like the part just traveled on the rails, occupy two hours and a half very agreeably. The passengers from New York, having left at 7:00 a.m., will arrive at Philadelphia at 3:00 p.m. by the steamboat."

The canal across New Jersey was started in 1831 and finished in 1838. But the railroad got control of it and stopped any great expansion that the canal might have witnessed.

Back to the Bordentown-Philadelphia route. The Union Line was still enlarging and put SWAN into service along with HORNET which was bought from Ridgway. Then MARCO BOZZARIS came from Nantucket. There were two boats that filled in, MOUNTAINEER and the small APPOQINIMINK. More opposition appeared in the form of the steamers SUN, BALOON, and BOLIVAR. The Union Line met this competition by bringing out in 1844 the biggest and fastest boat on the river, JOHN STEVENS. She was one of the first large iron steamers built in America. This boat was 246' long, 31' beam over guards. Her engine was a steeple type with vibrating crosshead, having a cyl-

inder 78" in diameter and 6' of stroke, that could drive the great boat better than 19 miles speed. She continued in service until 1855 when she burned at White Hill, near Bordentown. JOHN NIELSON and JOSEPH BELKNAP were built in New York to replace her.

The Amboy terminal was serviced in the 1860's with two huge fast steamers to New York, RICHARD STOCKTON and WILLIAM COOK. In 1875 the railroad ran all the way to Jersey City and the steamboats no longer left New York for Philadelphia. RICHARD STOCKTON then returned to Philadelphia.

The Merchants' Transportation Company was not mentioned before to avoid possible confusion. This line ran parallel to the Union Line but it was not a serious threat. The company was organized in 1838. Just before World War II, the oldest steamboat on the river was their F.W.BRUNE. Built in 1860 this freighter was 177' long and carried troops during the Civil War. JOHN GARRETT, the second oldest boat on the river, was also a part of this line. John A. Roebling & Sons bought the line in 1901; since 1914, it was known as the Trenton Transportation Co. operating the Dolphin Line. Other ships of the Dolphin Line were the excursion and freight side-wheelers DOLPHIN, TRENTON and QUEEN ANNE, and the propeller steamer SPRINGFIELD. The line was discontinued shortly before World War II.

THOMAS A. MORGAN was the first of a line of beautiful, large, fast steamboats on the upper river. They had large saloons with thick wall to wall carpets and large mahogany staircases. There was always a hand-carved hardwood bar forward for the male passengers. These boats are still talked about on Delaware Avenue and there are many men living today who can tell of their comparative splendor. THOMAS A. MORGAN was an independently owned and operated boat. She was built in Wilmington in 1853 and measured 190 feet long, 28 foot beam. This sidewheeler had an engine with a cylinder 44 inches in diameter and threw 10 feet of stroke. The next great steamer was JOHN A. WARNER, which followed in 1857 and was also built by Harlan and Hollingsworth at Wilmington. She was iron-hulled with 30 foot side-wheels and was somewhat larger than MORGAN, being 220 feet x 27.9 feet, 530 tons. The engine was 44 inches in diameter by 11 foot stroke. She was owned by the then organized Upper Delaware River Transportation Company. Today you can still hear arguments on the speed of the boats on the 30 mile run up to Trenton. WARNER has made it in one hour and thirty-five minutes.

EDWIN FORREST was the boat of 1865. She came from a Chester yard and was a little smaller at 196 feet x 27.7 feet. FORREST was another of the now numerous independent boats. Besides the competition of the larger river queens, she received opposition from a stern-wheeler, which, by the way, was very

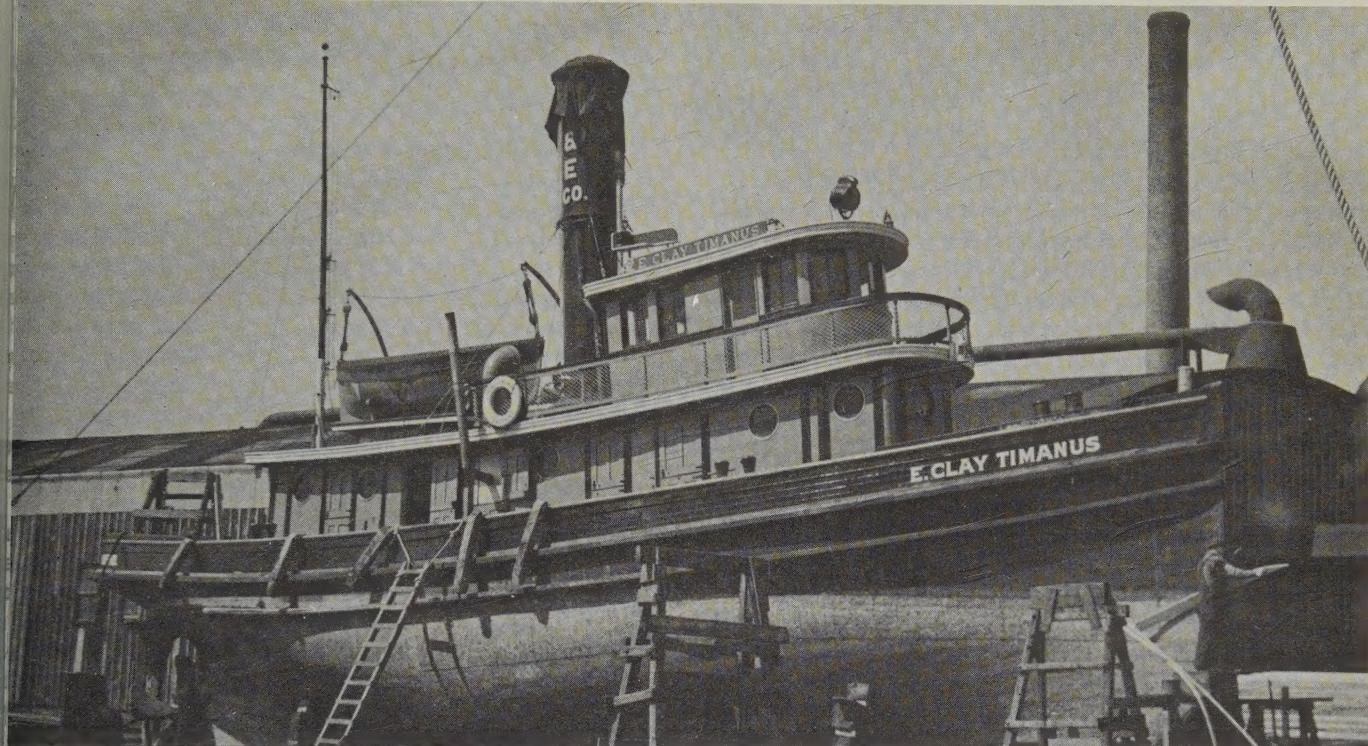
rare in the East at this late date. This freak was JOHN McMACKIN. FORREST made the run for thirty years straight.

The dainty name TWILIGHT was the next to be shouted on the waterfront. Her construction was rather light and her lines very graceful. Many sentimental steamboatmen (and there were sentimental steamboatmen) who compared the wake made by this lovely ship to the wake of a swan. She was 175 feet long and had a 27.6 foot beam. Her cylinder was 38 inches in diameter and ran on a 10 foot stroke. TWILIGHT became the last independent steamboat to operate the Trenton-Philadelphia run. This independent steamboating was a fine example of free private enterprise of which this country is so proud. Steamboatmen were God-fearing men and had respect for each other. Often a steamboat would help her fiercest rival. This was an era of river gentlemen. One of these river gentlemen was Captain Jonathan Cone who had owned and piloted his own boats. When he was no longer physically fit to be a river pilot, he organized the Delaware River Steamboat Company. Under his management, the finest steamboats on the Delaware River were built. He conceived the magnificent service which made his company notable. He had interests in MORGAN and FORREST, but his own steamboat under his company was COLUMBIA. She was the biggest, most powerful, most luxurious and also was the last to be built on the river for the Philadelphia-Burlington-Bristol service. Like all good steamboats, she was built by Harlan & Hollingsworth at Wilmington. It was 1876 when she was launched, boat 220 feet in length with a 60 foot beam over the guards. Her engine was the largest in the service with 50 inches of diameter and 11 foot stroke. COLUMBIA was iron hull with a measurement of 663 tons. Her paddles were 30 feet in diameter with 22 buckets. Captain Cone commanded her when she first went into service.

After COLUMBIA was in service a few years, the steamboats were joined into a large scale corporation. The Upper Delaware Navigation Company was succeeded by the Delaware River Transportation Company which operated COLUMBIA, TWILIGHT, BRISTOL and BURLINGTON a JOHN A. WARNER. The Company absorbed the Bordentown Transportation Company and acquired SPRINGFIELD. BURLINGTON hit a rock opposite Bordentown in 1912 and was a total loss. SPRINGFIELD was lost in litigation. Competition appeared when the Wilmington Steamboat Company started an upper river service. The competition was short lived because CITY OF TRENTON exploded a boiler opposite Torresdale and killed 27 persons. They then withdrew their upper river service and returned their boats to the Wilmington run. There was no more opposition for the Delaware River Transportation Company until 1915, when the Dolphin Line began with t

ssenger steamboats, DOLPHIN and TRENTON. In the years after the great World War, all the upper river companies withdrew. Today Trenton is a spot on the river at the head of navigation where only an occasional steam-ventures. These companies finally lost out because their greatest competitor, the railroads, so expanded here and elsewhere all over the country into powerful corporations.

For these the steamboat companies could be no match. Their properties were bought out little by little by the railroads just to control freight rates and to create a more powerful monopoly. Now thousands of tons of freight rumble over the great steel bridge at Trenton every day for Philadelphia, Chester and Wilmington, but steamboats are only ghosts looking greedily at the would-be cargoes.



E. CLAY TIMANUS (1904) in drydock

Author's Collection

E. CLAY TIMANUS OF BALTIMORE

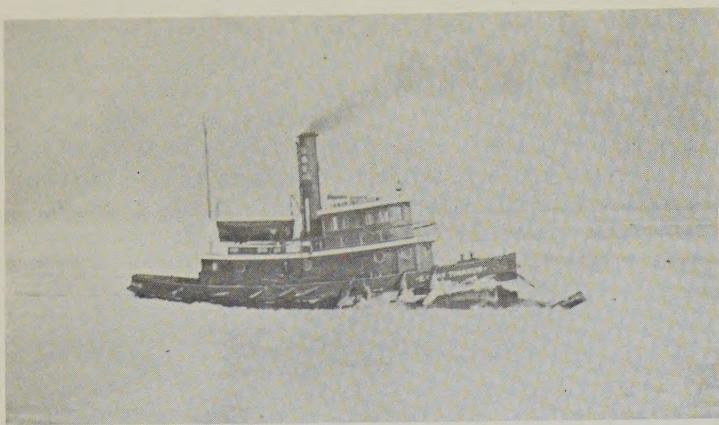
By H. Osborne Michael

E. CLAY TIMANUS, one of the best known tugboats to operate in Baltimore Harbor, was retired from service in March, 1951, and was burned for scrap at the yard of Patapsco scrap Corporation, Baltimore, in January, 1952.

"E. CLAY" or the "Old Red Hoss", as she was affectionally called by her many admirers, was built at the yard of Thomas McCusker, near the foot of Kenwood Ave., Baltimore, in 1904, a site not far from where the famous Baltimore-built frigate CONSTELLATION was built in 1797. She was built of selected timber, and her yellow pine planking was fastened to her white oak frames with locust trenails ("trunnels"). In those days, timber for shipbuilding was assembled and piled to season at least a year before the keel was laid. Her hull had been built for the James Clark Company, which operated a boiler-making and engine-building and machinery repair plant on the south side of Baltimore inner harbor, and that company built and installed her boiler, engine and auxiliary machinery. The James Clark Company was in turn owned by Winfield S. Cahill, a Balti-

more business man. TIMANUS had originally been equipped with a single furnace Scotch Marine boiler and a 10" x 20" x 20" steeple compound condensing engine. This boiler was later replaced by a two-furnace Scotch boiler and it in turn was replaced in 1933 by an Almy Type Z water tube boiler. The steeple compound engine, with two pistons on the same rod, was economical to build and took up very little space, and so was a popular engine for installation in tugboats and Menhaden fishing steamers, many of which were either built or fitted out in Baltimore at that time. The engine which went to the scrapping yard with TIMANUS was the same one with which she originally went into service, although it had been repaired and rebored several times.

TIMANUS was originally named HUNTER and during her first year of service did general towing in Baltimore harbor, Patapsco River and the Bay as far south as Sandy Point. The City of Baltimore then bought her for use as a boarding vessel at the local Quarantine Station, which at that time was owned and operated by the City, to replace an older and



TIMANUS as an ice-breaker. -Author's Photo

smaller tug HYGIEA. She was renamed E. CLAY TIMANUS after the Mayor who held office after the "Great Fire" of 1904. A pilot house was built on the upper deck to replace the original low pilot house on the main deck. From then until after the first World War, she worked at Quarantine, taking the doctors and their assistants to inspect ships entering Baltimore Harbor from foreign ports.

The U. S. Government took over the Quarantine Station during World War I. After the war, she was offered for sale. The Baltimore Gas and Electric Company bought her in 1920 when that company organized its floating equipment and reconditioned her. With another tug, ALPHA, she began towing coal from the local coal piers to the company's steam electric generating plants, and from the coke ovens at Sparrows Steel Plant to the gas manufacturing plant. She continued in that service for thirty-one years, through summer sunshine, occasional winter fog and several severe winters when heavy ice threatened to close the port. She was one of three Baltimore tugs which had an ice plough, a misnamed false bow, which actually breaks ice downward instead of ploughing it up and frequently broke ice eight inches thick. Often during the winters from 1933 through 1936 other more powerful tugboats would wait in the inner harbor. When TIMANUS and her running mate, G & E NO.1, towing one or two light coke scows all in tandem started for Sparrows Point, they would start down the river. On one occasion, she had to drop her tow and break out the old Coast Guard Cutter APACHE, which had become stuck in the ice and was blocking the partly-broken lane through the otherwise solidly-frozen river. She was extensively repaired after the winter 1933-34.

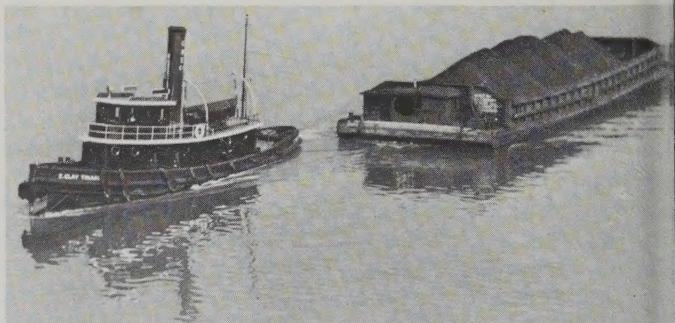
During all of those years, TIMANUS had been commanded by Captain William C. Freiburger, a member of a local family of tugboat captains. He began learning his profession while still of grammar school age by going with his father on tugboats during summer vacations. It might be said that boat and Captain worked together as devotedly as a cowboy and his horse. The late Milton Meekins, known for his girth and weight and im-

pressively-told tall stories, was TIMANUS engineer during the early part of the Gas Company's ownership.

A tugboat leads a tough life. So in her latter years, TIMANUS showed need of extensive repairs, principally to her side just below the deck. Meanwhile, the coal scows had doubled in size and were more difficult to handle and tow. For sentimental reasons, she could have been reconditioned again. But for economical reasons, she was replaced by a new steel diesel tug with nearly three times her power, she having only 250 HP.

TIMANUS was a smart boat, highly efficient, and a pleasure to handle. She was designed by the late Charles V. Archambault, draftsman for the Clark-Cahill yard. She was a little sister of two large, handsome Baltimore tugs, PRINCESS and IMPERIAL, which for years towed many of the four, five and six-masted schooners between the Capes and Baltimore. Some of these schooners, the four-masters brought ice from Maine, and all loaded coal at Baltimore for New England ports.

For a tugboat, TIMANUS was beautiful with her finely moulded hull, high sharp bow, graceful sheer, narrow oval stern, and tall raked stack. She reminded one of a living creature rather than a structure of wood and iron. Modern tugboats are not built that way but are short, dumpy vessels, more like little barges. With the passing of TIMANUS there were few of the graceful type of tug left in Baltimore Harbor, and since then nearly all of them have disappeared.



TIMANUS at work. --Author's Collection

MISCELLANEOUS READING NOTES: (See also p. 92)

"I survived the sinking of the LUSITANIA," Sir Harold Boulton, Maclean's, 8/1/59, 26-27, 38-40. Ill.

"The Farical Finish of a Famous Old Ship," Life, 9/7/59: 86-90, 93-94, 97, 99. Ill. ILE DE FRANCE movie role.

"Archaeological Experiment in Transportation—Old Steamboat Linked to U.S. History." Alexander C. Brown, Newport News Daily Press 5/24/59. Ill. Concerns AVALON.

NELLY BAKER, the pretty 153' Boston-Nahant boat on our back cover, was built in 1854 by Sneden of Greenpoint, N.Y., and seems a perfect example of the bay steamboat of her time.



(1876)

Author's Collection

EM OF MURRAY RIVER

By Ronald Parsons

The signs are hopeful that one of the best and largest Murray River passenger vessels will shortly be back in service on old waterways. Mr. Arthur Wilkins, an Adelaide, South Australia, business man, owner of GEM, has plans in hand to put the lady back in service with modernized accommodations and new engines. He is of the opinion that the tourist business on the Lower Murray, between the towns of Murray Bridge and Morgan, will support her if the modern service that tourists demand is provided.

GEM was originally launched by the big shipbuilding partnership of Air & Westergaard, Moama, in Victoria, in 1876. She was of composite build, iron frames and wooden planking, and was fitted with a horizontal high pressure steam engine of 40 nhp, with two wheels on her sides. The boat was registered in Melbourne by the well known veteran Capt. E. C. Randall. Tonnage was 2 gross and measurements were 93'4" x 20' x 6'7". She was fitted, like more of the river steamers then, to carry cargo and passengers.

In 1883, trade was apparently such that strengthening was needed. She came back from builders measuring 133'6" x 20'7" x 6'6", with a gross tonnage of 228.

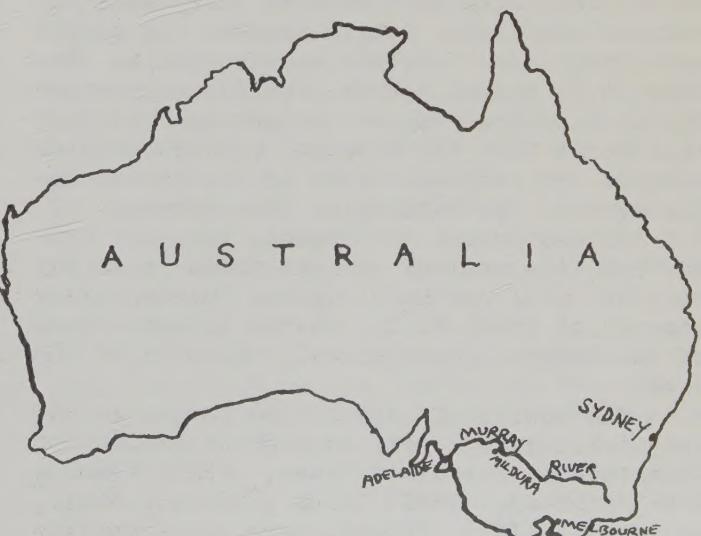
While I have no actual evidence of GEM participating, no doubt she did indulge in racing which was comparatively common on the river in the 80's of the last century. A newspaper report of the time describes a race between two of her contemporaries:

"A few weeks ago, a pleasure trip was inaugurated from Echuca and two steamers started from Echuca wharf for the Moira Lakes crowded with excursionists. On the return journey, some racing was indulged in a la Mississippi steamboats. Every available pound of steam was crowded on, but GOLDSBOROUGH proved too fast for AGNES. The vessels

tore along at a terrific rate, and the latter still kept the excessive pressure up in the hope of overtaking the former, but instead of so doing, she ran into one of the iron cylindrical piers of the new bridge across the river and tore away one paddlebox. Several narrow escapes of drowning were experienced and dozens of the females on board fainted, whilst their screams could be heard all over Echuca. No one was drowned but some marvellous escapes were experienced; and it is stated that the officers and crew were not in a fit condition to have charge of the vessels."

GEM has had an eventful life, and her last escapade was typical of many she experienced. In 1949, she was snagged by an obstruction which was not identified, and sank just above the town of Mildura. She was raised and put on the slip. A reputed 3,000 pounds was spent on her, mainly in replacing bottom hull planking, some of which was holed, but which mostly had worn thin. Apparently the action of the river has a thinning effect on the hulls of wooden vessels, and it is quite usual to have to replace bottom planking.

The accommodations on GEM were always large. The main deck and one immediately above was given over to passengers. Cargo was stowed in a big hold (supposed to be over 100 tons capacity) and the crew were accommodated on the top deck. She was fitted, as were most of the ships on the river, with large carbide searchlights, which looked like two gigantic headlights on a car, to assist in night navigation, time was precious. The river did not have enough water all the year round to allow ships of her size to use it. Then there was always a rush to get the first of the new season's wool to market and get the best prices. Most sheep station owners piled their wool bales high in sheds alongside the river awaiting the steamers. Boats racing to the terminal towns of Echuca and Goolwa while loaded high with wool and tow-



ing equally overloaded barges, resulted in many an exciting race. Some station owners even went to the extent of building their own boats if they felt the steamboat operators were favoring their rivals.

Mr. Wilkins bought GEM about six years ago and laid her up in a backwater as there was no profitable work for her. About three years ago he removed the steam engines and boilers. The present plans call for a diesel electric drive being fitted to the existing drive shaft and wheels. This will mean that all controls will be from the bridge, helping considerably with navigation on a river full of tricky currents and hidden snags.

Ballast, which will be an important item in view of the removal of the steam generating and propelling units and the lack of cargo, will be of the water type familiar to oceangoing ships. The usual form of ballast on the river steamers of the past was sand or gravel. Water ballast will also be of great assistance in passing over sandbanks and the like in low water times.

Plans call for a complete alteration of the internal fittings. Cabins will be enlarged and four or six completely self-contained suites will be provided. The main deck housing will be carried to the extreme width of the deck, resulting in a dining saloon which will be almost completely glass walled. This will allow diners to view both sides of the river. At present, the dining

saloon is quite deficient in windows, being built on the old fashioned system of just enough for a bit of air. A much enlarged smoke room on the upper deck is included in the plans. It is envisaged that the hold will provide air conditioned crew accommodations. These among many other improvements should bring the old lady into line with present day demands.

The scheme to rehabilitate GEM has the enthusiastic support of many local tourist and river town organizations and councils. They see in her the possibility of attracting a new generation of tourists to the Lower Murray.

Crewing problems have always been a headache to anyone trying to run a pure tourist vessel on the river. But Mr. Wilkins suggests that this will be overcome by his stipulation that every crew member must be a shareholder in the owning company. He maintains that by the system of the crew being directly interested in the financial result of the project, everyone should be able to look forward to service plus, a necessity where tourism is concerned but not always considered in the older days of steamboating on the Murray. It will be most pleasing to all those interested in the River to know of Mr. Wilkins' plans for GEM. They will no doubt keep a weather eye on his project while wishing him every success.

HARDLY GLAMOROUS - BUT HIGHLY NECESSARY

By Joseph Noble

Each day of the year, in New York Harbor, a very unglamorous merchant fleet carries out an important task for the City of New York. This is the removal of rubbish and refuse discarded by the eight million people of the city. Because of the geography of New York, it is possible to transport by water a large percentage of the refuse from the center of the city to points of disposal. At various strategic points around the city's waterfront are located marine dumps. The rubbish is dumped direct from the collection trucks into open hopper barges and it is at this point that the disposal of such rubbish becomes the responsibility of the Marine Department of the Sanitation Department.

As the barges are loaded, they are towed from the various marine dumps down the bay, up Kill van Kull to two dumping areas located at Fresh Kills, Staten Island. Each of the barges has a normal capacity of 900 tons.

The towing of the loaded barges is accomplished by the four tugs of the Sanitation Department. Three of these, FRESH KILLS a DPC-3 b DS-43, SPRING CREEK a DPC-4 b DS-44, and FERRY POINT a DPC-98, were built for the Defense Plant Corporation, which was created

during World War II by Act of Congress. DPC-3 and DPC-4 were built in 1943 by George Lawley and Sons Corporation of Neponset, Mass. DPC-98 was built in 1943 by the America Shipbuilding Company of Buffalo, N.Y. All were declared surplus by the U.S. Government in October, 1945 and transferred to the U.S. Maritime Commission for disposal. They were purchased by the City of New York in May 1946 and ultimately given their present names. Fresh Kills, Ferry Point and Spring Creek are the names of various dumping areas in the New York Metropolitan area.

The three tugs were built to the same design and specifications. They are 700-H.P. diesel-driven single-screw boats, and have gross tonnage of 146 tons. They have an overall length of 85 ft. 10 $\frac{1}{2}$ in. and a length between perpendiculars of 82 ft. Their other dimensions are: 24 ft. beam, 10 ft. 6 in. depth and 8 ft. draft.

The Sanitation Department has one other tugboat, which was built especially for the Department. This is SANITA, named after a recreation camp for sanitation men and their families in upstate New York which was subsequently turned over to the Boy Scouts. SANITA, built in 1954 by the Liberty D

ck, Inc., of Brooklyn, N.Y., is a smaller version of her sister tugs. She is a single-screw boat of 500 N.P. and also has diesel engines. Her length is 70 ft. 8 in. overall and 66 ft. 1 in. between perpendiculars. Her depth amidships 9 ft. She has a mean draft loaded with fuel of 7 ft. 8 in. and a mean draft light of 6 ft. 2 in.

The tugs arrive at Fresh Kills with their loaded barges for discharge. On the return trip, they tow empty barges to whichever marine dump requires them. Besides their towing assignments, the Sanitation tugs are required to perform other duties, such as breaking ice around the marine dump slips in winter, lifting barges from one marine dump to another, helping to fight fires, and various other duties as they occur.

The Department tugs travel approximately 7,000 nautical miles a year, towing an average of 3,634 loaded barges. They also accomplish about 161 "shifts" (moving a barge from one location to another). The headquarters for the Sanitation tugs is located at Pier 70, East River, where complete spare parts for minor repairs are stored. Whenever any drydocking or major repairs are required, the work is done by private shipyards under contract.

The barges of the Sanitation Department are all of the same general dimensions. They have a length of 150 ft. and a beam of 37 ft. The hopper or cargo compartment is 126 ft. in length and has a beam of 28 ft. at the bottom of the hopper. The hopper compartments have tapered sides which bring the width at the top of the hopper to 32 ft. The cargo hopper extends five feet above the deck of the barges. Steel bulkheads provide six watertight compartments. Bow and stern compartments are 12 ft. each, three are 30 ft. and one is 36 ft.

Soundings are taken the first of each month at mean low tide to insure the existence of proper depth to prevent damage and grounding of the barges when they are heavily loaded. The Sanitation Department also uses boats around the marine dumping stations to pick up any rubbish that happens to fall from the barges into the water.

The tugs of the Sanitation Department do not have the proud duty of docking the mighty Queens or hauling long string of barges, but they perform their unpleasant duty throughout the year with little ovation. One day, the landfill at Fresh Kills will become a great park; but the public will probably take little note of the part that the Marine Department of the Sanitation Department has played in providing this recreation area for them and their children.

Another phase of the waste disposal operations undertaken by the City of New York is the removal of sludge from the various sewer filtration plants located at strategic positions around the city. This sludge is



FERRY POINT a DPC-98 --E. O. Clark Photo

the residue left over after the water from the sewers passes through the filtration plants. To remove it, the Department of Public Works operates a fleet of five very fine looking vessels.

There are ten sewage disposal plants located throughout the city. The ultimate disposition of the residue from these plants is not of particular importance to our interest here. However, the normal and cheapest procedure of sludge disposal is by transfer to seagoing diesel ships, which dump the sludge at a point 8 miles ESE of Scotland Lightship, at a distance of about 12 miles from shore. The sludge is removed from the ships by a pumping system.

Of main interest here are the ships which are used in the removal of the waste residue. The five vessels operated by the Department of Public Works are WARDS ISLAND, TALLMANS ISLAND, CONEY ISLAND, OWLS HEAD, and BOWERY BAY, the latter recently placed in service in August of this year. WARDS ISLAND, TALLMANS ISLAND, and CONEY ISLAND are diesel vessels of 1,600 short tons' deadweight capacity. These three vessels were built by United Shipyards, Inc., on Staten Island.

Their hulls are divided into six sludge compartments. Beneath these compartments a series of air spaces are located which are used to provide the necessary buoyancy when the vessels are loaded. The trim of the vessels can always be assured by filling or emptying water-ballast tanks located fore and aft. The sludge is discharged by opening valves located at the bottom of the hull and controlled from the main deck. Registered dimensions of this first trio are 249.3' x 43.5' x 14.8'. WARDS ISLAND was launched November 22, 1937, and delivered January 17, 1938; TALLMANS ISLAND was launched January 4, 1938, and delivered in February, 1938; CONEY ISLAND was launched February 18, 1938, and delivered in March, 1938.

OWLS HEAD is a newer and larger vessel than the other three. Built by the John H. Mathis Co., of Camden, N.J., and launched October 29, 1951, she is a twin-screw, diesel-powered ship with a service speed of $10\frac{1}{2}$ knots. On her trial runs, she traveled at $11\frac{1}{4}$ knots. At a twelve-foot draft, she has a cargo capacity of 1,900 tons' deadweight.



OWLS HEAD (1951) --Author's Collection

OWLS HEAD is 283 ft. overall, 265 ft. between perpendiculars, and 275 ft. at the

waterline. Her beam is 45 ft. and she had a designed draft of 12 ft. As on the other ships, buoyancy tanks are located beneath the sludge compartments, of which there are three pairs. The sludge is discharged as in the other vessels, by deck-operated 18 in. dump valves, located at the bottom of the tanks.

The newest vessel of the fleet, placed in service in August, has the same general specifications as OWLS HEAD.

Between the Sanitation Department and the Department of Public Works, much waste residue from the City's sewers and streets which might otherwise pose an acute problem is efficiently handled and disposed of in a sanitary way. Thus part of New York's marine fleet performs its essential task in an unheralded way.

FORTY - NINTH STAR (Conclusion)

By Robert W. Parkinson

On the Fourth of July, 1869, the Flag had 37 stars, and on that day 90 years ago, the sternwheeler YOUNKON left St. Michael on the first trip up the Yukon, arriving at Ft. Yukon on July 31. She had been built at San Francisco and sent north on the deck of the brig COMMODORE. She was 50 feet long, 12-foot beam. Also built at San Francisco were ST. MICHAEL, 1879, and NEW RACKET, 1882. YUKON was built at St. Michael in 1883. ARCTIC, built at St. Michael 1889, was first to reach Dawson (1896).

In 1892 North American Transportation & Trading Co., from Chicago, Ill., appeared on the river. Their sternwheeler PORTUS B. WEARE was shipped knocked-down from San Francisco to St. Mike on steamer ALICE BLANCHARD. Later they had JOHN J. HEALY (blt. St. M., 1896), JOHN CUDAHY (Unalaska, 1898) and others. Among several other pre-Gold Rush steamers were Alaska Commercial Company's ALICE (St. M., 1896) and BELLA (St. M., 1896). The stories of NAT&T's WILL H. ISOM, and of AC's SUSIE, HANNAH and SARAH were told elsewhere (in the Summer issue, SB, xvi:43-46).

Two good lists of Yukon River steamers have appeared. One is the illustrated appendix of Yukon Voyage: Unofficial Log of the Steamer YUKONER, by Walter R. Curtin (Caxton, 1938). The other, by W. D. MacBride, was in Cariboo and Northwest Digest, Quesnel, B.C., issues for Winter 1948 and Spring 1949.

On June 25, 1897, ACCO.'s sternwheeler ALICE arrived at St. Michael from Dawson with news and proof of a rich gold strike on the Klondyke, in Canada's Yukon Territory. On July 15 the steamer EXCELSIOR arrived in San Francisco, and on July 17 the steamer PORTLAND arrived at Seattle, to spread the word to the outside world. Alaska news dominated the front page of the West Coast press (yield-

ing a few days to the sinking of the MAINE in February) until Dewey took Manila May 1 and the Philippine campaign took the front page.

Fifty years after the California Gold Rush, another great one was on. Similarly, any vessel that was available was loaded with fortune-seekers and cargo for the mines. As the Yukon is the main artery of the interior river craft were in great demand. Also, there were opportunities for tugs at the river mouth. Many launches and small craft were shipped on deck or knocked-down. Several old bay craft were purchased to be sent north but never left port. Partnerships and joint stock parties were formed to go north with their own boat and supplies. The story of many of these can be traced through the winter of '97 and '98 in the newspapers. The story of one such company is told in Curtain's Yukon Voyage.

The old Puget Sound sidewheeler ELIZA ANDERSON of 1858 was pulled out of retirement and steamed as far as Unalaska, along with tug RICHARD HOLYOKE, which was towing barge POLITKOF SKY (see above) and the old Skagit River sternwheeler W. K. MERWIN of 1883. See Wiedemann's Cheechako into Sourdough for account of this expedition.

At San Francisco the old sidewheeler TAMALPAIS a PETALUMA (blt. 1857) was reported as planning to go, but fortunately did not. The double-ended sidewheeler MARE ISLAND originally a ferry between Mare Island and Vallejo, later between Berkeley and San Francisco, was towed by steamship to the mouth of the Yukon, where it wintered, but went no further. The former Catalina Island steamer HERMOSA is mentioned as running from Seattle to Skagway in 1897. Purchased in Toledo, Ohio, and shipped knocked-down to Unalaska, VALLEY CITY was rebuilt in the spring of



LAVELLE YOUNG --Author's Collection

(see SB, xvi:46).

The typical Yukon steamer was of the Columbia River type -- pilot house forward of single stack, but there were exceptions, such as the Ohio River-style triplets whose story was told in our Summer issue (SB, xvi:43).

Twelve boats were "built by the mile andowed off to length" at the Moran yard in Seattle: OIL CITY, D. R. CAMPBELL, TACOMA, MARY GRAFF, PILGRIM, J. B. LIGHT, SEATTLE, ROBERT KERR, VICTORIA, ST. MICHAEL, F. K. GUSTIN and WESTERN STAR. All these made the trip to Alaska under their own steam, convoyed by steam tugs SOUTH COAST, RICHARD HOLYOKE (SB, 22) and RESOLUTE, except for WESTERN STAR, which was wrecked en route. Portland, Ore., so sent a sternwheeler, LAVELLE YOUNG, under her own steam.

The route to the gold fields via Skagway (and nearby Dyea) and the White and Chilkoot Passes had the advantages of a great saving of time and distance over the all-water route via St. Michael at the mouth of the Yukon, and therefore was used by the greater number of people. In addition to various steamers taken up from St. Michael to Dawson and used on Canadian waters, several were built on Lake Bennett, including ORA, NORA and FLORA. Right after the Gold Rush, the White Pass & Yukon RR was built from Skagway to Whitehorse, with connecting steamers on the Lakes and from Whitehorse to Dawson, but

passenger service was discontinued a few years ago.

We hope some readers will submit articles on the river steamers operated after the end of the Gold Rush, on other coastal steamships, and on present shipping and towing operations.

If any one vessel were to be chosen for Alaska's Marine Hall of Fame, the unanimous choice might well be the Revenue Cutter BEAR. This steam barkentine, built in Scotland in 1874 for sealing out of St. John's, Nfld., was purchased in 1884 along with sealer THETIS by the U. S. Navy for the Greely Rescue Expedition. After this duty, BEAR was transferred to the Revenue Marine Service in 1885 and sent to San Francisco. From 1886 until she was relieved by NORTHLAND in 1927, with few exceptions, she made annual cruises to Bering Sea and the Arctic. THETIS remained longer in the Navy, but later went to the RMS and in 1899 joined BEAR in the Bering Sea. In 1917, THETIS went back to sealing out of St. John's. In 1929 the "Old BEAR" became a museum at Oakland, California.

Explorers Amundsen and Stefansson were old friends of BEAR in the North. In 1932 a new friend, Admiral Byrd, needing such a ship for his second Antarctic expedition, acquired her from the City of Oakland and renamed her BEAR OF OAKLAND. At Boston, her engine was replaced by a diesel.

His second expedition completed, Byrd again called on her for his third, but this time as USS BEAR: the 1939-40 expedition being an official Navy operation.

In 1898 and 1917-18, BEAR's duties were far from the war zones, but after her return from the Antarctic, she joined USCG NORTHLAND and other Coast Guard and Navy vessels on the Greenland patrol during World War II. After the war BEAR and NORTHLAND were sold as surplus. NORTHLAND is in the Israeli Navy, by EALATH or MATZPEN. The "Old BEAR" is at Dartmouth, N.S., idle now, but perhaps waiting to write still another chapter in maritime history.

NEW ENGLAND AND EASTERN CANADA

Doris V. Green Editor
126 Broad Street, Groton, Connecticut

The New London Day of August 22nd announced the sad news, later confirmed in the New York press, that BRINCKERHOFF, one of the two last walking beam ferries in this country, seems headed for the scrappers. Nine years ago, members of our Society were instrumental in saving this perfect example of the Fletcher beam engine vessel for future generations. She was destined for a prominent place at the Marine Museum, Mystic, Conn., if the plans of the Marine Association could have been realized. But it has been discovered that her condition has deteriorated so rapidly that the cost of repairing her is

prohibitive. Her walking beam engine may be salvaged and possibly mounted ashore. We hope that these plans to preserve this portion of a relic of a fading era will be fulfilled. No date has been announced for final disposition of BRINCKERHOFF.

Block Island service resumed this year as in the past with YANKEE operating out of New London and NELSECO II from Providence, both making daily trips. MYSTIC ISLE continues on the Fisher's Island route, while ORIENT and GAY HEAD operate on the New London to Orient Point, L.I. run.

YANKEE collided with and sank a yacht in New Harbor, Block Island during a dense fog on September 9th. Three men were rescued by YANKEE.

Steamers O-WE-RA and ULNA, most recently



on the seldom-noted Mulgrave-Canso and Mulgrave-Arichat routes, respectively, were scuttled by vandals late this past summer while laid up at Sydney, N.S. Apparently they have not run for at least a year. Converted yachts both retained the graceful, clipper-bowed lines and the steam machinery of their youth fifty years ago. (O-WE-RA Can.123023; 168' 429 gr. tons - ULNA Can.124518; 125.7'; 161 gr. tons.)

Left. O-WE-RA in Canso Strait - E.O. Clark photo

Atlantic Seaboard

Harry Cotterell, Jr. Editor
36 Alexander Street, Newark 6, N. J.

CITY OF KEANSBURG, JOHN A. MESECK, PETER STUYVESANT and ALEXANDER HAMILTON, which make up New York's fleet of steam excursion vessels, again served on their accustomed routes this year. HAMILTON started her season rather shakily due to machinery breakdown, amid a strong flurry of rumors that this was to be her last year. On the Delaware, STATE OF PENNSYLVANIA operated as usual. PILGRIM BELLE a CITY OF CHESTER b CITY OF WASHINGTON lies stripped and idle at Wilmington, Del.

LIBERTY 204233 a BOOTHBAY b USN GRAMPUS c DEEPWATER of Circle Line's Statue of Liberty route is now wearing a green hull, white main deck house and red upper works. Another little boat in this firm's fleet which the general public does not see very much, is LIBERTY II 266496, a 59 ft. diesel, built at Warren, R.I. in 1953. She handles National Park personnel and concessionaires to and from Liberty Island at hours when the tourist is not admitted.

A homely steam lighter, DIAMOND S NO.88, which resembles a red box-car perched atop a dory-shaped steel hull, still chuffs her way about New York harbor for Wm. H. Spencer & Son. Although built as late as 1926 at Kearny, N.J., she has a non-condensing engine!

MANHATTAN II 253076 a LCI (?) b DOLPHIN c SAN JACINTO, a diesel built at Barber, N.J. in 1944, seems to be the only boat which Driscolls are currently running in their round-Manhattan Island service known as Panoramic Sightseeing. She makes a morning, afternoon and early evening trip at a lower rate than the competition from 42nd St. Her color scheme this year is blue and white.

LT. COL. ROBERT E. SHANNON 229173 a MELROSE and SGT. CORNELIUS H. CHARLTON 225235 a JOSEPH A. GUIDER b FLUSHING c U.S.FB-84, long used on the Governor's Island service, have apparently been sold back to the City of New York. Both are at Pier 8, Stapleton, adjacent to the municipality's marine repair shop.

ELLIS ISLAND, the steam double-ender

dating from 1904 which formerly served the U.S. Immigration Depot on Ellis Island, is still idle in the Island slip.

During August, DONGAN HILLS 228307 built in 1929, was the only one of the older double-deck Staten Island ferries operated in the famous five mile run across N.Y. Bay. KNICKERBOCKER 231149, built 1931, was at Pier 7, Stapleton, being overhauled, along with AMERICAN LEGION 226106, built 1926, now oldest of the S.I. fleet. Life jackets from both boats were piled on the decks, apparently ready for Coast Guard inspection. TOMPKINSVILLE 230240, built 1930, was also at Pier 7 as "spare" boat.

Also laid up at Pier 7, Stapleton, were WILLIAMSBURG 225171 a HENRY A. MEYER, ASTORIA 224899 a WILLIAM T. COLLINS and ROCKAWAY 224506 a MURRAY HULBERT b YFB-59. All three are 151 ft. single-deck steam ferries owned by the City of New York.

NORWICH, built in 1836 and last in service in 1917, would qualify for anyone's list of famous American steam vessels. She was sold for scrap in 1923 and then underwent an unusually protracted dismantling. In an article on NORWICH in this journal in 1955, the



NORWICH in 1959. --Photo by D. C. Ringwald

portion on the dismantling was concluded (SB, 1:57) with the observation that finally the hulk was "...left to rot away in peace." Rot did, but this year the peace was broken. Sailing off shore and just under water, the hulk proved a hindrance to the boating and swimming of camp owners in the vicinity. Consequently, it was hauled up on the beach to be burned off. The photograph, taken at Port Ven on August 1, looks aft and shows the slow burning under way. Since NORWICH played a prominent role in the Hudson-Fulton Celebration of 1909, it is appropriate that her similar emergence took place in this year of the Hudson-Champlain festivities. — DCR

H E S A P E A K E B A Y A N D S O U T H

John L. Lochhead, Editor
The Mariners Museum, Newport News, Va.

The Old Bay liner DISTRICT OF COLUMBIA relieved CITY OF NORFOLK and CITY OF RICHMOND for a few trips last winter, carrying freight only. But despite rumors that she could be operated this summer in conjunction with the other boats, she remained tied up at Baltimore all summer. Capt. E. H. Eaton, her former master on the Washington run, has been doing maintenance work on her with a small crew. Inaugurating a new practice, the company is advertising regularly in local and out-of-state papers.

The abandoned Portsmouth ferry terminal at the foot of Commercial Place, Norfolk, turned in May, saving demolition crews the job. The terminal in Portsmouth has been partially torn down.

ACCOMAC a VIRGINIA LEE b HOLIDAY has been "permanently" transferred to the Old Point-Kiptopeke run, despite the fact that she cannot accommodate large trucks. Three sailings are maintained in each direction every day, but the service is to be abandoned some time between October 1st and December 1st. The former LST's OLD POINT COMFORT and NORTHAMPTON preceeded ACCOMAC on the run.

The wharf at Old Point Comfort now used commercially only by the Old Bay Line has reached such a state of disrepair that signs have been posted reading "Wharf considered



RIVER QUEEN at Bradenton, Florida.

--C. H. Luffbarry Photo

unsafe for vehicles. Use at own risk."

Excursions around Norfolk harbor were revived this summer on a small scale by MAC'S FOLLY, a former Navy liberty launch, with a capacity of 19 passengers. Sailings were made several times a day from the Portsmouth waterfront and took about two hours.

The Maryland Port Authority's new cruise ship PORT WELCOME was launched August 7th at the RTC Shipbuilding Corp., Camden, N.J.

The Wilson-Tolchester Co. switched their BAY BELLE this summer from the pier at the foot of Broadway to Pier 1, Pratt Street, Baltimore. The old frigate CONSTELLATION is moored at the same wharf.

The Wilson Line operated the "luxury yacht" DIPLOMAT on two hour excursions twice daily out of Washington down the Potomac River this summer.

An old 281 ft. Syrian steamer in Hampton Roads made headlines for several weeks during June, July and August. The Captain of SOURYA a MATAMA b SUTHERLAND, built in 1920 at Leith, England, called the Coast Guard saying the crew would not obey his orders and he feared for his life. Unpaid wages and lack of food caused the commotion. The vessel's troubles started over a \$4,000 lien for a damaged sugar cargo delivered in Baltimore. To settle legal claims, SOURYA was auctioned in Norfolk July 28th to John Glikis of New York for \$40,000. The crew of 14 from seven different countries were evicted unpaid by the U.S. Marshal and telegraphed President Eisenhower. As a gesture of protest at this treatment, the Captain threw his American-made typewriter overboard and shouted at the Marshal's men in broken English. Eventually the crew were paid and repatriated.

Carl Brown reports from Florida that Port Everglades has become a booming port for passenger liners. Among the ships in regular service or making special calls have been SANTA ROSA and SANTA PAULA of the Grace Line; the Furness Bermuda's OCEAN MONARCH; the



--J. L. Lochhead Photo

Dutch liners WILLEM RUYS and JOHAN VAN OLDENBARNEVELT and the Italian liner VENEZUELA.

We are pleased to enclose in our column this issue a recent photo taken this summer by Charles Luffbarry of RIVER QUEEN a CAPE GIRARDEAU b GORDON C. GREENE at Bradenton, Florida (see page 79).



ALEXANDER HENRY at Port Arthur, June, 1959.

—Photo by W. Hoey

Great Lakes Rev. Edward J. Dowling, S. J.,
Editor, University of Detroit,
Detroit 21, Michigan

Salt water vessels have been involved in three collisions this summer. ROONAGH HEAD of the Head Line collided with C.S.ROBINSON a LOFTUS CUDDY off Detroit's Windmill Point in June, causing ROBINSON to run aground. WANG CAVALIER, tramp tanker, T-2 type, rammed ARCTURUS a JAMES B. WOOD head-on seriously damaging the latter, also in the Detroit River in June. MONROVIA, Liberian cargo ship built in England, was sunk by ROYALTON in Lake Huron, off Saginaw Bay.

The following vessels have been renamed: E.C.COLLINS a EDWIN F. HOLMES renamed c J.B. FORD; PETER WHITE renamed b JOHN HAY; G.A. TOMLINSON renamed b HENRY R. PLATT JR.; CONSUMERS POWER a HARRY YATES renamed c FRED MANSKE; ADAM E. CORNELIUS a GEORGE M. HUMPHREY b CAPTAIN JOHN ROEN renamed d CONSUMERS POWER.

The following old freighters have been removed from the active list: HURLBUT W. SMITH; MacGILVRAY SHIRAS a UMBRIA; ROBERT L. IRELAND; YANKCANUCK a MANCHESTER b JOSEPH W. SIMPSON c MINDEMOYA; all large freighters. Close to a dozen "canallers", mostly Canadian registry, are laid up and awaiting scrapping. HENRY R. PLATT JR. a FREDERICK B. WELLS b OTTO M. REISS c SULLIVAN BROTHERS has been converted into a storage barge.

ALEXANDER HENRY, diesel drive light-house tender and ice breaker has been completed by the Port Arthur Shipyards for the Dominion Department of Transport. Dimensions

are 192 x 43 x 21, twin screw, 3,550 H.P.

ADAM E. CORNELIUS, 666 ft. self-unloading bulk freighter, was delivered by Manitowoc Shipyards to American S.S.Co. (Boland & Cornelius) in May.

ESKIMO, heavy duty general freighter completed at Lauzon for Canada S.S.Lines Intended primarily for Hudson's Bay service she has made several trips into the Lakes this season.

HULL 28 a IMPERIAL EDMONTON, T-2 tanker has arrived at Port Weller Shipyards. She will eventually be converted to a dry cargo carrier for Upper Lakes Shipping Ltd.

TO THE PACIFIC, PART II

Name on the Lakes	Name on the Pacific
METEOR	METEOR
MINTO	MINTO
	(Shipped knocked-down to B.C.lakes)
MOONLITE	ADMIRAL PEARY
MOYEE	MOYEE
	(Shipped knocked-down to B.C.lakes)
SIMON J. MURPHY	MELVILLE DOLLAR,
	TALLAC
NASOOKIN	NASOOKIN
	(Shipped knocked-down to B.C.lakes)
NEVADA	ROGDAY
	(Returned to the Lakes)
OGDENSBURG	ADMIRAL SEBREE
J H PLUMMER	AMUR
POPLARBRANCH <u>a</u>	SPRINGBANK PARK
	STRAITS CONVEYOR
PORLAND	PORLAND
REDONDO	REDONDO
RUTLAND	ADMIRAL CLARK
SICAMOUS	SICAMOUS
	(Shipped knocked-down)
SUNLITE	SUNLITE
TIDESHELL	TIDESHELL
VALLEY CITY	JOHN C. BARR
	(Shipped knocked-down to Alaska, see article "Forty-Ninth Star")
VIRGINIA	AVALON
WATSON	ADMIRAL WATSON
C W WETMORE	C W WETMORE
WINNEBAGO	WINNEBAGO

PLAN EARLY!! The Annual Meeting of the SSHSA will be held Jan. 30, 1960, at New York; the Spring Meeting at Mystic Seaport, Conn.; the Fall Meeting undecided. 1960 being the Society's 25th Anniversary (and SB's 20th), the Summer Meeting is a BIG one: a one-week cruise out of Cincinnati aboard DELTA QUEEN scheduled for July 9. As it will be an experience to be remembered a lifetime, plan now to include it in your 1960 vacation!

SSHSA Buttons: Members may now identify themselves by handsome insignia. A one-color (gilt) design similar to that on our flag (SB, xvi:21) it is available as a lapel button (\$2.20 post-paid), tie clip (\$3.85), or lady's pin (gold-plated, \$2.75). Send orders to William F. Saars, Oak Grove Beach, Niantic 2, Conn.



From left: MERTON E. FARR, McGILVRAY SHIRAS, MICHAEL F. TEWKSBURY, the latter with Michigan Ave. bridge wreckage draped over her stern at photo's center. --Buffalo Historical Society

THE SHIPS THAT WENT AWOL

Lack of space has prevented us from reporting a phenomenal accident which happened last January 22nd in Buffalo, N.Y. MacGILVRAY SHIRAS (see Great Lakes column this issue) was moored at the Continental Grain Co. elevator in the Buffalo River when an exceptionally strong current snapped her moorings. With no crew aboard, SHIRAS navigated three right angle turns in the river, then she struck MICHAEL F. TEWKSBURY, moored at the Standard Milling Company's Elevator Co. 1. TEWKSBURY's moorings gave way and the two ships took off, sterns first, with TEWKSBURY in the lead.

They safely navigated the Ohio St. bend in the river and then had clear "sailing" until they struck the Michigan Ave. bridge. Alerted that the two ships were loose, the bridge tenders vainly tried to raise the span. When the two ships crashed the bridge, they brought down the south tower and the lift span. Only the north tower remained standing, at least until the following day when it also toppled. Leg and rib injuries were suffered by two of the three bridge tenders in their race to safety.

The crash bottled up the Buffalo fireboat EDWARD M. COTTER until three 50-ft. fenders were moved to clear a passage for her. Damage reached \$5,000,000. It took several days to move the two vessels as MICH-

AEL K. TEWKSBURY was resting on submerged portions of the fallen bridge.

This remarkable feat of two crewless ships, one over 500 ft. long, amazed experienced Great Lakes navigators. None would have attempted to pilot a vessel through the Ohio St. bend without the aid of tugs fore and aft. We wonder how many vessels grounded on that bend while under expert piloting. We are indebted to Erik Heyl for assembling these facts on the ships that went AWOL.

Niagara To The Sea

Daniel C. McCormick, Editor
1 Isabel Street, Massena, New York

Hoped-for resurrection of the venerable ferry BEAUHARNOIS a RICHELIEU turned out to be no more than a pipe dream. It had been planned to move her piecemeal from her resting place at Valleyfield, Quebec to the Ontario-St. Lawrence Development Commission's new museum near Morrisburg, Ontario. The ferry, oldest Canadian steamer at the time of her retirement two years ago, started life as a passenger-market boat on the Montreal-Richelieu River run. In her twilight years, she operated as a ferry between Coteau du Lac and DeSalaberry Island. After her re-



BEAUHARNOIS on deSalaberry Island, Que., near Valleyfield, last summer. --McCormick photo

tirement, she was dragged into a man-made channel and earth fill dumped around her hull. Her engines were torn out and scrapped and it was planned to convert her into a restaurant. When this failed, the result was a poor imitation of the desecration of T.I. BEAUHARNOIS' upper works have almost completely rotted away and nothing will remain but her hull in a year or two. The museum plans to preserve mementoes of her such as her name plate, whistle, wheel(s) and wheel house. Meanwhile, the museum is searching for an old and operable steamer to take visitors on short trips on Lake St. Lawrence. The museum's transportation building which will include two floors of marine, will be built at the water's edge this coming year.

Official dedication of the St. Lawrence Seaway took place at Montreal on June 26th. Queen Elizabeth II and President Eisenhower spoke briefly at St. Lambert (Lock No. 1). Then the royal yacht BRITANNIA proceeded into the lock. After President and Mrs. Eisenhower debarked a short way upstream, the yacht began its historic voyage in the Lakes.

The visit of the British monarch was preceded by the arrival of an American Navy task force. Led by the heavy cruiser MACON, the number was officially set at 28 but ended up at 42.

WOLFE, new Canadian Dept. of Transport icebreaker and supply vessel was launched on May 21st at Montreal, by Canadian Vickers. Her particulars are 1,050 DWT, 220' overall, 201' B.P., 16" draft, 13 knots.

ANDORA, 7,282 tons, of Bienvenido S.S. Co., Monrovia, ran aground just west of the Massena-Cornwall Bridge on May 23rd. All towing and lightering efforts failed until McAllister Towing Ltd. of Montreal took her off on June 18th.

Mammoth lakers taking grain eastward, and iron ore returning, included SEAWAY QUEEN, MENHEK LAKE, SCOTT MISENER, JOHN E. F. MISENER, R. BRUCE ANGUS, GOLDEN HIND, T. B. MCLAGAN, GEORGIAN BAY, JOSEPH H. THOMPSON,

GORDON C. LEITCH, E. G. GRACE.

Work was begun in June to raise the tug LYNN B. which sank in Lake St. Louis in 1945. She was found while dredging operations were underway for new Seaway channels, some three miles from where she supposedly sank.

Scraping of elderly lake freighters and canallers increased during the past few months. Scrapped at Port Colborne were CARE W. MEYERS (1897), WALKER INKSTER (1895) ^a, TURRET CAPE ^b SUNCHIEF, J. G. IRWIN (1929) ^c, JOHN O. MCKELLAR. At Port Weller, GROVEDALE (1903) ^a, ROBERT WALLACE ^b TREGASTER (French) ^c, GLENLOWAN ^d CHANDLER ^e ASPENLEAF ^f HELEN HINDMAN, PARKDALE ^a S. N. PARENT ^b VEULETTE (French) ^c, GLENARM ^d CAMROSE ^e PALMLEAF ^f, BLANCHE HINDMAN, SHELTON WEED (1925).

There are many canallers, displaced by construction of new tonnage or the coming of the Seaway, which await an uncertain future. All of the following have been laid up throughout the 1959 season. At Cardinal, Ontario, all Colonial, DAVID BARCLAY (1928) ^a, EAGLESCLIFFE HALL, BRAMPTON (1927) ^a WELLAND-DOC, J. N. MCWATTERS (1929) ^a LOCKWELL, R.F. MARSHALL (1929) ^a JOSEPH P. BURKE, DONALD F. FAWCETT (1924) ^a CHEMONG, QUEENSTON (1927) ^a, LACHINEDOC, FRANK H. BROWN (1924) ^a DRUMAHOE, PAUL MANION (1929) ^a C. H. HOUSON. At Kingston, Ontario, all CSL: STARMOUNT (1923) ^a, COALHAVEN (1928), COLLIER (1924) ^a COLLIER NO. 1, CANADIAN (1907), CITY OF MONTREAL (1927), CITY OF TORONTO (1925/26). Also at Kingston, all LaVerendrye Line, formerly Keystone, KEYBELL (1912), KEYWEST (1927), KEYDOL (1927) ^a SWIFTWATER, KEYNOR (1914).

Canada Steamship Line's TADOUSSAC joined the ranks of those offering Seaway services. Early in June, she made the first of three trips into the Lakes. C.D. & G.'s NORTH AMERICAN and SOUTH AMERICAN and Sun Line's STELLA MARIS also offer river-lakes cruises.

HELEN M. McALLISTER was christened on June 3rd. Built in London, England, she was built without the use of curved plates. She also differs from the ordinary tug in that she has twin screws. McAllister Towing Ltd. had no more than bought Sincennes-McNaughton when they replaced the old tall funnels of the tugs FELICIA, RIVAL and YOUVILLE ^a JOHN PRATT.

Fire raged through the crews' quarters of the British freighter FEDERAL PIONEER on June 13th while docked in Montreal harbor. Extinguished in short order, it delayed her sailing for only three hours.

When two new fireboats are completed for the City of Toronto, their current fireboat CHARLES A. REED (1923) ^a CITY OF TORONTO will be retired.

Largest vessel launched in Canada to date is FEDERAL MONARCH. Launched by David Shipbuilding Ltd., Lauzon, Quebec, on June 19th for Federal Tankers Ltd., she measures 40,000 DWT, 710' x 96' x 36'.

Tug BAYPORT ^a FAIRPORT sank June 22nd

Collingwood with the loss of her Captain and two crewmen. She capsized while docking at laker MOHAWK DEER. Latter had been towed to the harbor by Captain C.D. SECORD after her's rudder failed. BAYPORT had taken over on the accident occurred.

The ferry LAVIOLETTE collided with and sank the schooner MONT NOTRE DAME at Trois Rivières, Quebec. LAVIOLETTE was beached but sustained little damage and only inconvenienced her passengers.

The German ship CARL JULIUS and the Japanese freighter TAXIARHIS collided at Wilson Hill, five miles west of Massena on the 30th. TAXIARHIS was pulling out of overnight anchorage and was apparently hidden by a passing canaller when she was hit by CARL JULIUS. TAXIARHIS was badly gashed and Captain beached her on the south shore, undoubtedly preventing a serious blocking of the channel. Temporarily repaired, she was moved to Montreal on July 4th.

Tug GRAND BANK capsized and sank on July 4th in Lock No. 4 in the Welland Canal. Air pocket seemingly formed between the tug and her barge while water was being let into the lock chamber, causing her to overturn.

If the Quebec Liquor Commission is a little lenient, one more steamboat may get extension of life. CAYUGA's owners are attempting to obtain a "berth and Bar" at

MONTREAL MEETING EXCEEDS EXPECTATIONS:

Some said Montreal was too far and too expensive for "just a weekend", and that our attendance would look ridiculously small compared with that of the cooperating World Ship Society, which had a strong local chapter. How wrong they were! The dinner count: SSHSA 75 present, WSS, 18, total attendance, 93.

The meeting opened Saturday morning, July 4th, with a visit aboard EMPRESS OF BRITAIN courtesy of Canadian Pacific Line. After lunch, a brief visit to ST. LAWRENCE of Canada Steamship Lines, followed by an afternoon cruise down the St. Lawrence aboard ISLAND KING II a DALHOUSIE CITY. Traveling as far down river as Varennes, the section below the Jacques Cartier Bridge afforded miles of ship-



TAXIARHIS beached, with tug SALVAGE PRINCE, lighter EN-AR-CO. --McCormick photo

Montreal. If successful, they will operate CAYUGA on down river and Seaway cruises. If they are not successful, she will supposedly go to the scrappers in late November. Interesting to note, hope not an ominous note, that she was denied a similar request by the Ontario Liquor Board.

Early July saw most of the waterfront of Pictou, Nova Scotia, go up in flames, and with it went inactive Northumberland Straits ferry PRINCE NOVA 122555(Can.) a WAUBIC b ERIE ISLE, built 1909, rebuilt 1938. The Magdalen Islands steamer MAGDALEN a LOVAT, moored nearby, was moved out in time to save her.

ping not normally seen.

Saturday evening, dinner was at Helene de Champlain restaurant on St. Helen's Island, in the St. Lawrence River, just opposite the city. After an excellent meal, Captain Joseph Ouellette was introduced as the speaker of the evening. Former rapids pilot of RAPIDS PRINCE and RAPIDS KING, he outlined for us the method of rapids piloting. (Editor's note: Captain Ouellette's excellent talk will be published in an early issue).

Sunday morning, our members took a road tour of the Seaway, covering the first four locks. Our timing was perfect, arriving at each lock to see a vessel locking through. IMPERIAL COLLINGWOOD at Lock 1, St. Lambert's,

THE STEAMSHIP HISTORICAL SOCIETY OF AMERICA announces the publication of a basic reference work in American steamboating ADVERTISEMENTS OF LOWER MISSISSIPPI RIVER STEAMBOATS, 1812-1920

a scrapbook with introduction and index of vessels and lines

The importance and accuracy of the newspaper advertisement as a basic tool of the steamboat historian has been increasingly recognized, for it gives considerable vital information usually not available elsewhere: WHERE a given steamboat was at a given time, WHO was in charge of her, and WHAT kind of service she offered. This book will make such information available on OVER 1,000 STEAMBOATS!

NOW AVAILABLE! Price, \$5.00 postpaid. Descriptive folder available on request. Send orders to: Mrs. James T. Wilson, 414 Pelton Avenue, Staten Island 10, N. Y.

Compiled by LEONARD V. HUBER

Author of *Heyday of the Floating Palace* and

Co-author of *Tales of the Mississippi*

With a Foreword by FREDERICK WAY, JR.

President, Sons and Daughters of Pioneer Rivermen

two canalers, MANCHESTER EXPLORER and SIMCOE, locking through No. 2 together, and at Locks 3 & 4, nothing less than SCOTT MISENER coming down. This last disrupted our schedule completely as the members could not be gotten back aboard the busses.

West Coast

Robert W. Parkinson, Editor
3051 Shattuck Ave., Berkeley 5, Calif.

MANSION BELLE left Sacramento early in July for Portland, where she was to be used for excursions on the Columbia and Willamette during the Oregon Centennial celebration.

SHASTA, former S.F. Bay auto ferry, after 18 years on Puget Sound, (SB, xi:55) is also reported in excursion use at Portland.

BERKELEY has been saved. She was purchased from a fish-reduction company and has been towed to Sausalito where she is to be used as a gift shop, with slight alterations that will not mar the beauty of her cabin. Sausalito now has the following double-enders: VALLEJO, CITY OF SAN RAFAEL, CHARLES VAN DAMME, CITY OF SEATTLE, ISAAQUAH and BERKELEY. There are plans for all of these to be used as artists studios or as restaurants, though

Many thanks to our committee members Alan Irwin, Dan McCormick and Bob Shepherd and to Miss Annette Wolff of WSS. Their labors certainly were fruitful, as we truly "covered the waterfront" of Montreal. Happily the weather could not have been better.

progress on maintenance and alterations has been very slow.

The West Coast steam schooner WAPAMA TONGASS, brought down from Seattle several months ago, is being restored for the S. Maritime Museum, and is expected to join the ship BALCLUTHA next year. EUREKA, last the beam engine ferryboats, and schooner C. THAYER will also be in the museum's "fleet".

At Todd Shipyards, Alameda, LEILANI has been offered for sale. Built 1944 at Kearny, N.J. as the Navy transport GENERAL W.P. RICHARDSON, a P-2 type, she was transferred to the Army in 1946. In 1949 she was converted to a passenger ship and named LAGUARDIA. Operated by American Export Lines to the Mediterranean until 1951, she was laid up in the James River until 1957. Bought by the Telettron Corp., she was chartered to the Hawaiian S.S. Co., renamed LEILANI for service to Honolulu. The U.S. Government foreclosed on the owners and are offering the vessel for sale.

operate them and says they know nothing about the ships. Cantor described the liners costing \$160,000,000 and able to carry 6,000 passengers each. Some twenty per cent of the cabins will be sold at a \$50 fare. The ships are to measure 1,152 feet in length and will have a beam of 134 feet. A speed of 34 knots will permit a four-day crossing. "It's a pity I couldn't build them in America," Mr. Cantor remarked, noting that he had been unable to get the needed financial aid here. Your editor has spoken to Mr. Cantor several times and found him a determined and vigorous person, very much of an individualist.

MORE SUPERLINERS: Meanwhile the other superliner project which made news recently is still alive, although probably less likely of realization than the Cantor project. It refers to the four vessels, each of 108,000 gross tons, planned by Mr. L. Edgar Detwiler. The ships are to be built, he says, by the Verolme United Shipyard in Holland. The cost

High Seas

Frank O. Braynard, Editor
213 Glen Ave., Sea Cliff, L.I., N.Y.

SUPERLINERS: The biggest news in deep sea shipping, in every sense, is the ordering by Hyman B. Cantor, hotel owner, of two 90,000 gross ton superliners. Whether they will be built is still anyone's guess. News reports indicated that some kind of contract has been signed by Cantor with Deutsch Werft, A.G. in Hamburg, one of Europe's big shipyards. A representative of Lloyd's List flew to Germany immediately after the story broke and checked with the German shipyard. He was told the contract is strictly a preliminary one and calls only for studies to be begun regarding the ships. Apparently, it is not a contract to build. Cantor said that the twin liners are to be operated by Hamburg America Line. The Line has denied that they will

ROTTERDAM docking at 5th Street, Hoboken,

September 11, 1959.

MORAN T & T Co. Photo.



ld be \$110,000,000 each. As originally nned, a 40-ft. draft was anticipated. An dence of how uncertain this project is be had in Detwiler's comment made recent- that he is having the ships redesigned a draft of 36 ft.

S AND ENDS: The old Mallory Line steam- p MEDINA, built in 1914, has been given a lease on life. Bought by the Costa Line Italy, she has been renamed FRANCA C. She been rebuilt, air-conditioned and given new bow and is to serve as a "luxury her" out of Miami. In 1952 she was renamed LA and operated under the Panama flag by nish interests. Good luck to her!

Farrell Lines has laid up AFRICAN EN- PRPRISE a DELARGENTINA b J. W. McANDREW, and going out of the big ship passenger de. AFRICAN ENTERPRISE arrived in New k on her last voyage in August. AFRICAN EAVER a DELBRASIL b GEORGE F. ELLIOT, has on laid-up since early in the year. The pany's freighters on the New York-Africa will carry their usual 12 passengers.

Three new Grace Line 69-passenger eight ships are to be built. They are to 545 ft. long with a gross tonnage of 2,200 tons and will make 20 knots. Two more illar ships are to be built, all for the American East Coast service. They will o carry containers.

We have never given the new names of

three old friends. They are TALAMANCA b SUL- ACO, QUIRIGUA b SAMALA and VERAGUA b SINALOA. All have been bought by Elders and Fyffes.

EMPIRE ORWELL a PRETORIA of the German East Africa Line has been renamed c GUNUNG DJATI. She has been rebuilt for the pilgrim service from Indonesia to Jedda.

The 18,400 gross ton BLOEMFONTEIN CASTLE has been sold to Greek interests and may well be the replacement for the Greek Line's NEW YORK a TUSCANIA b NEA HELLAS which, rumor has it, is to be scrapped.

BREMEN a PASTEUR arrived in New York on her initial voyage for North German Lloyd July 16.

QUEEN ELIZABETH continued an unhappy trend by colliding with AMERICAN HUNTER in Ambrose Channel on July 29th. A gash in the starboard side near her anchor was patched to permit her to continue her voyage. AMER- ICAN HUNTER sustained more serious damage.

Another old friend has gone to the scrappers, ALIYA a BERGENSFJORD b ARGENTINA c JERUSALEM. Thus ends 46 years of service for a vessel well known in New York Harbor.

ROTTERDAM, Holland America Line's new 38,000 ton flagship, arrived in New York on her maiden voyage September 11th. After dis- charging her passengers at Hoboken, she was moved to the new Holland America pier being built at Houston Street, thus having the honor of being the first vessel of the fleet to dock at the new incomplete pier.

Inland Rivers

Our calculation that, at mid-1959, only steam sidewheelers remained afloat in the United States and Canada was upset by an August news item—but only barely, since the up- setting vessel is about to be disposed of, probably for dismantling. She is the Corps of Engineers' 268.5' self-propelled dredge CAP- IN WILLIAM CLARK, a picture of which is pre- nted here. Built in 1932 to maintain the nannels of the Missouri River, she was later transferred to the Memphis District, which t her up for sale after more efficient uipment and methods had made her obsolete.

Of the half-dozen commercial survivors own to us, four (excluding ALEXANDER HAMIL- N on the Hudson and LANSDOWNE on the Detroit ver) are Western Rivers steamers: the big cursion boats ADMIRAL and PRESIDENT and the ilroad transfer boats PELICAN and STE. GEN- IEVE. Rumors of ALEXANDER HAMILTON's re- ement and the age of LANSDOWNE make it ap- ar likely that North American sidewheel eamboating will wind up on the Mississippi.

ADMIRAL's schedule of summertime day and onlight trips began Memorial Day and lasted through September 13. As usual, Captains Roy and Verne W. Streckfus "split" the season: the former commanding PRESIDENT at New Orleans through the July 4 weekend, then going to St. Louis to take over ADMIRAL from Cap-

tain Verne, who reversed the procedure.

On National Maritime Day, May 22, the sternwheel AVALON began 16 days of excursions at Pittsburgh, thence "tramping" downstream to Cairo (June 29) and up the Mississippi to St. Paul (July 22-August 3). Back at St. Louis by the 25th, she was working up the Missouri at the end of August. Before winter she was due to descend the Mississippi as far as Baton Rouge, returning up the Ohio in October. The accompanying photo of her was taken by SSHSA member and ex-director Alexander Crosby Brown at Chattanooga, far up the Tennessee River.

Reports are that DELTA QUEEN, sternwheel cruising steamboat, has increased in popularity this season, repeating her gala Pittsburgh trip of 1958, her usual series of Kentucky Lake and New Orleans cruises, and the



CAPTAIN WILLIAM CLARK



AVALON at Chattanooga March 24, 1959.

--Photo by Alexander C. Brown

fall trip to St. Paul. A "grand tour" of California railfans has been announced for late fall, to pick her up at New Orleans November 2 for the year's last return trip to Cincinnati. Advance publicity for her calliope, inherited from the showboat WATER QUEEN, has the Buck Rogers touch. The 32 whistles will henceforth be actuated by an electromagnetic remote-control system, and their steam illuminated by multicolored lights at night.

Remains of an unidentified steamboat, buried for perhaps a century, have recently been revealed by bank caving near Hooks, Texas, on the upper Red River. She is tentatively believed to have been a sternwheeler about 30' wide. Recovered parts of the relatively primitive horizontal engine indicate that she had 9" cylinders with a 4' stroke.

CHARLES DORRANCE a JOHN W. HUBBARD, retired 200' steam sternwheel towboat, has been

Overseas

A moderately exciting by-product of our survey of European sidewheel steamers is the discovery that there are (or have been in the past 12 months) no fewer than seven such vessels older than MT. WASHINGTON (SB, i:1)—that is, built in 1871 or earlier. The comparison is appropriate in that six of the seven are, like the "Old MOUNT," inland lake steamers and that, since MT. WASHINGTON's obituary launched Steamboat Bill in 1940, the United States has boasted no passenger sidewheeler of such vintage as these. The recent removal of Canada's BEAUHARNOIS a RICHELIEU of 1845 and Philadelphia's CITY ICE BOAT NO.2 of 1868 has left the Canadian National carferry LANSDOWNE of 1884 the only North American sidewheeler which antedates the 20th century.

Europe's venerable seven, 6 of them pictured here, are Norway's SKIBLADNER, Austria's ELISABETH and GISELA, Denmark's HJEJLEN, Switzerland's HELVETIA and BEATUS, and Turkey's SAHILBENT. Collectively, they have accumulated 657 years of paddling!

Most aged, and without serious doubt the oldest of her kind afloat anywhere, is SKIBLADNER, Swedish-built in 1856—two years before GREAT EASTERN—to ply Lake Mjøsa, north of Oslo. Her 164' iron hull was shipped in pieces to the Norwegian lakeshore for assem-

sold to Todd Marine Service of Cincinnati for conversion to a combined boat- and night club. The smaller CHARLES R. HOOK a GENERAL ASHBU b J.T. HATFIELD has been bought by the Sere Boat Club of Huntington and is being converted for service as a "marine boate," retaining her staterooms and twin stacks. A third ex-towboat, WOOD RIVER a I. A. O'SHAUGHNESS latterly the St. Louis Yacht Club, is encountering rough going at the center of a storm over alleged nonpayment of rent for her berths at the foot of Pine Street in that city.

As this is written, it is reported that SPRAGUE will "close her doors" September 2 after a highly successful summer at the Pittsburgh wharf, as display, museum, restaurant and paramount highlight of the city's bicentennial. On August 30, some 1,700 miles away by water, another sternwheeler-turned-museum was dedicated at Winona, Minnesota. Less than a third as long as SPRAGUE, she is JAMES PEARSON a H. A. BARNARD of 1898, now berthed ashore in Winona's Levee Park and fully restored by the Winona County Historical Society, renamed c JULIUS C. WILKIE, with engine in working order and a boiler-deck museum.

MAJESTIC, last of the traveling showboats, has been purchased by Indiana University. Laid up all summer for Coast Guard inspection and resultant alterations which frustrated plans to have her at Pittsburgh for the three-month celebration there, she is expected to be based at Jeffersonville by her new owners and to make summer tours of the Indiana shore with a college troupe aboard.

bly. Now owned by the A/S Oplandske Damskip selskap, she was reported by member William A. Dayton, Jr., in 1956 to be still capable of carrying her 300 passengers at 14 knots.

Second in seniority is the 130' ELISABETH of 1858, which plies the 8-mile-long Traun between Ebensee and Gmunden, to the east of Salzburg. A coal-burner, she has oscillating engines and carries 451 passengers. It is seen that, like MT. WASHINGTON, she may be wood-hulled, for her owners, the Traunsee Schifffahrt & Seilschwebebahn, report that in the course of her regular five-year overhauls her hull has been "fast zur Gänze erneuert."

The almost toylike HJEJLEN, a mere 81 years old, plies south from Silkeborg on the Himmelbjergsøerne. Built by Baumgarten & Burmeister of Copenhagen, predecessors of the great modern Burmeister & Wain yard, she is 81'9" long and built of steel, very possibly the oldest existing hull of this material. Her two 10"x16" cylinders give her a speed of 8 knots. With clipper bow, bowsprit, figurehead, ornate paddleboxes, and awning on upper deck, this 170-passenger paddler is steam-launch-lover's dream come true.

Comparative youngsters, the remaining four were all built in 1870 or 1871. GISELA, 140' 501-passenger Traunsee paddler, date from the former year. Her owners, Burmeister & Wain, engines, and probable hull-construction a

same as her running-mate ELISABETH's.

A larger contemporary is the 170' dower of the Lake Lucerne fleet, HELVETIA. She listed by her owners, the Dampfschiffge-llschaft des Vierwaldstättersees, as their e Halbsalondampfer or "half-cabin steamer" cause the only accommodations for her 650 ssengers are abaft the wheels, her foredeck ing open, like that of MT. WASHINGTON. Built Escher Wyss & Cie., she was rebuilt in 1925. e should not be confused, incidentally, with ree other bearers of the national title now ying Swiss lakes: HELVETIA of 1875 on the richsee, HELVETIA of 1889 on the Thunersee, d HELVÉTIE of 1926 on the Lake of Geneva.

The railway-controlled fleets plying out Interlaken on the Thunersee and Brienzer-e included, until recently, several boats thin this article's scope. But, a series scrappings and diesel replacements having moved GIESSBACH of 1859, STADT BERN of 1861, d BRIENZ of 1871, today's fleet is headed by



ELISABETH



HJEJLEN



BEATUS (Photo B.L.S. Bern)

the Thun paddler BEATUS of 1870/1. Largest of the pre-1872 veterans, she is 180' long and carries 800 persons. By the same builder as HELVETIA, she is owned by the Berner Alpen-bahn-Gesellschaft Bern-Lötschberg-Simplon.

The seventh of the group is a very dif-ferent type of steamer, and only half-Euro-pean in route: the 150' double-ended ferryboat SAHILBENT, connecting Europe and Asia across the Bosphorus. Owned by Denizcilik Bankasi T. A. O., this compound-engined coal-burner was built in England in 1871. She carries 134 passengers and 22 cars between Kabatas and Üsküdar, at 8 mph. Her almost identical twin and running-mate SUHULET is a year older but was converted to diesel a few years ago.

Because of remoteness from the scene and imperfect communications, we may well have missed other extant paddlers built before 1872. Readers knowing of any are urged to send names, particulars, and photos to C. B. Mitchell, 7019 Shore Road, Brooklyn 9, N. Y.



SKIBLADNER (Norwegian Official Photo)



HELVETIA



SAHILBENT

Reviews Send books for review, reading notes and contributed reviews to C.B. Mitchell, 7019 Shore Rd., Brooklyn.

The Birth of the Steamboat, H. Philip Spratt. London, WC2 (Charles Griffin, 42 Drury Lane), 1958. 149 pages. Ill. Notes. Index. 28s.

It is surprising, in view of the amount of doubt, controversy, and sheer myth the subject has engendered, that we have had to wait till now for a full scholarly exploration of the emergence of marine steam propulsion. No less surprising is the ease and economy with which Mr. Spratt tells his intricate international story. The Birth of the Steamboat is misleadingly slight in bulk; actually, it is an encyclopedia without a bit of waste motion.

Its three chapters are "Inventive Aspirations," "Experimental Steamboats," and "Steamboats in Service." The first deals with the theorists and inventors who proposed steamboats but built none, and disposes of Blasco de Garay's 1543 "steamboat" as hand-driven. The second covers the work of men who actually built and tried steamboats between 1774 and 1806. The third traces the infancy of commercial steamboating from 1807 to the advent of the first iron steamer, AARON MANBY, in 1822.

Perhaps the most remarkable fact which emerges from this study is the large role of French scientific genius in the invention of the steamboat. Over one-fourth of the pre-Fulton names listed are French. This jolts the easy assumption derived from most popular works in the field that steam navigation was for all practical purposes an Anglo-Saxon innovation—especially since, in Mr. Spratt's words, the 17th-century Frenchman Salomon de Caus seems "to have been about the first to comprehend the enormous power of steam," while the first real success in steamboat propulsion was achieved in 1783 on the River Saone, by the Marquis Claude de Jouffroy d'Abbans." All these pioneering achievements raise the question whether, had the dates of the American and French revolutions been transposed, the first successful steamboat would not have plied a French river rather than the Hudson—and rather earlier than 1807.

Of special interest in Chapter III are the pioneer steamers of Russia (ELIZABETH of 1815), Prussia (PRINZESSIN CHARLOTTE of 1816), and the Mediterranean (Italy's FERDINANDO PRIMO of 1818). This is of course a highly selective chapter (over 200 steamboats had been built in this country alone by 1822), but due attention is given to Fulton's first 3 boats, to PHOENIX, VERMONT, and NEW ORLEANS, to Canada's ACCOMMODATION, to COMET and MARGERY b ELISE, which introduced steam on the Clyde, Thames, and Seine, and to the transatlantic trailbreakers SAVANNAH and RISING STAR.

The author admits that "British material at first came easiest to hand," adding that "to avoid national bias" he has "been at pains to include the important contributions of...

other inventors." On the whole, he presents an admirably impartial and comprehensive picture. The one hint of "national bias" is his claim that CHARLOTTE DUNDAS was "the first steamboat to prove herself...capable of useful service" and that her failure to anticipate CLERMONT's "commercial success was due to no inherent fault or failure of the vessel or her machinery"—words which seem equally applicable to Fitch's passenger boat of 1790.

Such errors and omissions as seem worthy of note are mainly in the North American sphere. Mr. Spratt says Fulton's 1807 boat was "known at first as the 'North River' steamboat." NORTH RIVER STEAMBOAT was the only name by which she was ever documented. He credits NEW ORLEANS with a sternwheel, in conflict with Lytle and a probably preponderance of other authority, and says she was flat-bottomed, a dubious claim in view of the tendency of later Fulton boats, both eastern and western, to be full-bodied and of the longstanding view corroborated by Louis Hunter's research that the typical flat-bottomed Mississippi boat took decades to evolve from the early "ship-shape" river steamers.

Criticism of omissions from a selective work is always slippery business, but it may be in order to note a few surprising gaps, with an eye to the "later edition" forecast in the author's preface. RARITAN of 1809 merits inclusion along with the other five known "steamboats in service" of the century's first decade. The first Great Lakes steamers, ONTARIO and FRONTENAC of 1817 and WALK-IN-THE-WATER of 1818, are surely important enough to be mentioned, as is WASHINGTON of 1816, considered by many the true progenitor of the Mississippi steamboat. Fulton's ferryboat JERSEY of 1812 claims attention for her novel design, and his CONNECTICUT of 1816, as the first steamer built for an ocean crossing. Other "firsts," American and Canadian, recommended for insertion are FIREFLY (Long Island Sound, 1812), CHESAPEAKE (Chesapeake Bay, 1813), GENERAL SMYTH (Saint John River, 1816), and three of 1819, UNION (Ottawa River), VIRGINIA (Upper Mississippi River), and WESTERN ENGINEER (Missouri River).

None of these suggestions is in any degree a stricture on the book as it stands. Their sole purpose is to make more complete what is already the basic work in its field. There is no longer any room for debating who "invented the steamboat". The answer is here.

COMMONWEALTH, Giantess of the Sound, Roger Williams McAdam, New York 10 (Stephen Daye, 105 E. 24th), 1959 200 pages. Ill. Index. \$5.50. (\$4.50 to SSHSA members until Jan. 15, 1960)

COMMONWEALTH climaxes Roger McAdam's Fall River and Sound line books. Seen through the slightly fogged lens of galley proof (so that this notice might be nearly simultaneous with publication), it is his best to date. It is a "Decline and Fall" story, for the Fall

ver Line passed its passenger peak the year before its "giantess" was launched--though the long ensuing decadence, plain enough in retrospect, was not recognized as fatal, even by any of the immediate family, till the blow fell in 1937. COMMONWEALTH presided over that 10-year decline--huge, a bit stuffy, often unmanaged but rarely mishandled, and at all times magnificent. To the reviewer, as to the author and, one guesses, to most who still remember the Fall River Line, she was always the "big ship," symbol of the most exciting trip any youngster could take.

It has been clear since 1937 that, besides labor troubles, industrial shifts, and highway competition, the New Haven Railroad, which owned the line, had a large share of responsibility for its death. Till now, however, no book has seriously explored the nature and extent of this responsibility. Mr. McAdam fits the complex record of how the road came to control the Sound services and how its monopolistic policies and financial manipulations finally brought things to the pass where it could easily and quite truthfully convince a court that it was no longer able to afford a popular and necessary water routes.

The book gives a comprehensive picture not only of COMMONWEALTH and the Fall River line but of all New England-New York water transport from 1907 to 1937. It highlights the events of 1907, the "Year of Nautical Fidelity," when the clash of the Morgan and Roosevelt financial empires produced six of the largest, fastest, and finest ships in American eastward history: BUNKER HILL, COMMONWEALTH, FORTRESS, MASSACHUSETTS, OLD COLONY and YALE.

Mr. McAdam's nostalgic memories of the great paddle, and his story of her experiences, achievements, and mishaps, will delight shiplovers; though some, lacking the author's optional identification with the subject (and the reviewer's), may feel that the important and the less important have been uncritically mixed. Some stories that Mr. McAdam has told before--e. g., COMMONWEALTH's salvage of the

sinking BOSTON in 1924--fail to measure up, as reading, to versions in his earlier books.

In general, however, the book is most impressive, and its value as history unquestionable. It is outstanding for the number and selection of its illustrations. To any reader interested in what was probably the world's best-known overnight service, or in the transportation history of New England, or indeed in the whole sad tale of how our coastwise shipping came by its death, COMMONWEALTH, Giantess of the Sound, is indispensable.

The Port of New York, John I. Griffin. New York 17 (Monograph No. 3, City College Press, 480 Lexington Av.), 1959. 154 pages. Ill. Tables. Charts. Bibliog. Index. \$5.00.

John Griffin, a former chairman of this Society's New York Chapter and recognized authority on trade and shipping economics, was ideally qualified to prepare the third monograph published by the Institute of New York Area Studies. His detailed case history of New York port, "the most famous gateway in the world," is divided into ten chapters and 3 appendices. It covers geographic matters, ships and facilities, administrative organization, and waterfront labor. It is liberally supplied with statistics and graphic presentation of many aspects of port activity. With a bibliography of almost 300 titles, it should stand as the primary work on this nation's greatest port complex today.

The Steamer SPRAGUE. Vicksburg, Mississippi, Harbor and Port Commission (P. O. Box 1098), 1959. 84 pages. Ill. Paper. \$1.00.

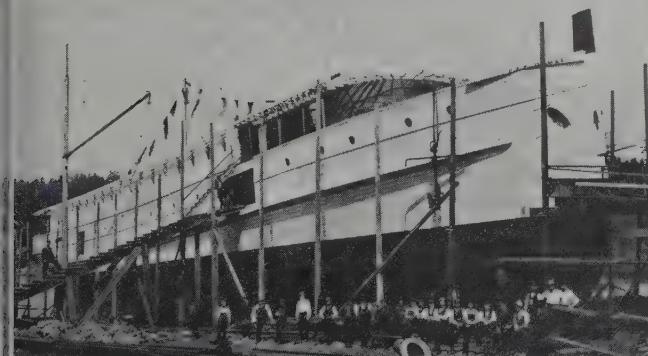
Timed to coincide with her "return appearance" at Pittsburgh's bicentennial, a thick brochure has been issued on SPRAGUE, "largest steam towboat the world has known." Of its 9 interesting chapters, the two most substantial are a brief "biography" of the steamer by Jack Custer and a contemporary account of "A trip on the SPRAGUE" by Ed McLeod. The illustrations are many and excellent.

Mystery Pictures

What? Where? When?

Who thinks he can help identify these Mystery Pictures should contact R. Loren Graham, from whose collection they are, or any of the other editors whose addresses are given on page 66.

These views of the building and launching of an unknown steamer have us stumped. We would guess they were taken in the Pacific Northwest, but we don't know. Partially visible in the bow view is a name ending in -MAI or -VAL or something similar. Anyone



Reviews (Continued)

Seaports South of Sahara. The Achievements of an American Steamship Service, Robert Greenhalgh Albion. New York (Appleton-Century-Crofts), 1959. 316 pages. Ill. Appendices, including fleet list. Notes. Index. \$6.00.

Traditionally, it has been a very rare British steamship company which did not have a history in print, and a very rare American line which had one. Our shipping leadership has been singularly slow to grasp the fact that a body of such literature, besides lending prestige to the companies themselves and long-term aid to scholars, is a potent device for building and sustaining a national maritime tradition and sound governmental policy.

Robert G. Albion's Seaports South of Sahara is a giant step toward redressing this unbalanced situation. Working as an independent historian but with full company cooperation, he has told in circumstantial detail the story of the 35-year-old Farrell Lines (formerly the American South African Line), and of their contribution and that of their few predecessors and competitors to the rise of United States trade with southern Africa.

This book has all that a company history should have: full organizational exegesis, portraiture of executive and operating personnel, and ample material on the construction, commercial and war service, and ultimate fate of the ships themselves (though it appeared, ironically, just as Farrell was abandoning its passenger liners). But it is much else, and hence much more valuable. It presents the results of close study—much of it firsthand—of the geography, port facilities, products, and import requirements of South, East, and West Africa. It embodies keen interpretation of a half-century of U. S.-African trade statistics. Most important, it is a conscious and complete vindication of this country's maritime policies since 1920, especially as embodied in the Merchant Marine Act of 1936 and its amendments. In every respect, it is a book worth reading. The author and the Farrell Lines are to be congratulated on its production.

Paddlewheel Pirate. The Life And Adventures Of Captain Ned Wakeman, Gordon Newell. New York 10 (E. P. Dutton, 300 4th Ave.), 1959. 248 pages. Ill. \$3.95.

Anyone interested in steamboats and their history will get a kick out of this strange but true story about NEW WORLD and her skipper Ned Wakeman. His exploits even attracted Mark Twain, who often featured him in his stories. But here is an entire book devoted to Wakeman and the paddler NEW WORLD. In 1850 at New York, her unusual launching complete in running condition with steam up and band playing made a sensation, heightened by the presence on board of deputy sheriffs to make sure that she wouldn't go any place, as she had been attached for her owner's debts. But she did go places—

straight out the Narrows and to sea, pausing only long enough to let the frightened deputies escape in a lifeboat and row to Staten Island.

In the book we have long hoped would be written some day, Gordon Newell tells how this shallow-draft river excursion boat actually weathered fierce storms and struggled around South America through the Straits of Magellan. Wakeman managed to pick up fuel and provisions strictly on credit along the way, and a capacity load of gold prospectors at the Pacific side of the Isthmus of Panama, thus providing enough income to pay off the attachment and replace the gilt-trimmed square piano that had been tossed over the side to prevent its battering NEW WORLD's saloon into shambles. A more thrilling story than any fiction, this is a true account which will delight every fan who ever warmed up to a nodding walking beam or admired the slop, slop of paddlewheels. Interesting photographs back up the story. EJQ

The Great Bombay Explosion, John Ennis. New York 16 (Duell, Sloan & Pearce, 124 E. 30th), 1959. 182 pages. Ill. \$3.50.

In each world war a munition ship explosion devastated a major city far from any combat zone—with the striking difference that the world knew of the 1918 Halifax explosion within hours, but has, even today, only the haziest idea that the vaster 1944 Bombay explosion ever happened. This attests both the power of modern military censorship and its frequent talent for attaining the wrong objectives. No such titanic disaster could be kept out of people's mouths—a handful of agents working in the havoc of Bombay that April could have picked up all the enemy needed to know, and doubtless did. But it could be kept out of print, and was, so thoroughly that even as tireless a searcher as Mr. Ennis is admittedly unable, 14 years later, to reconstruct anything like the complete picture.

For all this, The Great Bombay Explosion is a masterly piece of detective and assembly work. If its author has to answer some questions with question marks, there are other areas where his answers are relatively full. One of these, happily for us, is the number and identity of the ships involved, their position in the docks, and their fate. Another outstanding feature is his detailed and dramatic reconstruction of the unhappy FORT STIKINE's last voyage up to the instant of disintegration. He was aided here by the near-miracle that an explosion that left 233 known dead and countless unknown spared all but three of the crew of the ship at the vortex.

The illustrations, all on the ghastly side, suffer from lack of specific captioning.

Master of the Moving Sea. The Life of Captain Peter John Riber Mathieson, from his Anecdotes, Manuscripts, Notes, Stories, and Detailed Records, Gladys M. O. Gowlland. Flagstaff, Ari-

na (J. F. Colton, P. O. Box 1121), 1959. 1 pages. Ill. Index.

While most early 20th-century mariners sifted from sail to steam, Captain P. J. R. Mathieson may be said to have moved in the other direction. Though he first went to sea sail, most of his time as mate was put in steamers. His first command, however, was a clipper ANTIPOPE, and for 18 years he was most continuously master of large sailers.

Since this was the height of his career, a great bulk of the book is outside Steamboat Bill's sphere, albeit fascinating reading. But it is a large book, with room for much interesting steam material as well. More than half the ships in which Mathieson served were actually steamers. There is a vivid if grim account life in British tramps of about 1890. His ships included the early tanker KASBEK of 1888, the ill-starred Pacific coast liner VALENCIA 1880, and the U.S. Lines flagship WASHINGTON, on which he shipped as watchman during the depression. Recalled to service in 1942 after 24 years' retirement, he ended his sea career by commanding three Liberty ships and the requisitioned Australian paddle steamer WEEONA, often under heavy enemy fire.

The fine illustrations are almost wholly concerned with Mathieson's career in sail. A one-page summary of his voyages is included.

At Sea, The Story of the MORRO CASTLE, Thomas Gallagher. New York 16 (Rhinehart & Co., 2 Madison Av.), 1959. 272 pages. Ill. \$4.00.

Mr. Gallagher has assembled in one book the voluminous "facts" which came to light after this disaster. When he deals with the ship, her crew and the circumstances surrounding her ill-fated voyage, his narrative is interesting. The case he builds against Chief Radio Operator Rogers is the result of his

own conclusions, written with the flavor of a mystery novel and holds the reader's attention. But when he imitates Mr. Walter Lord's styling with his personal stories about the passengers, his writing drags. Your reviewer found himself skipping repetitious references to passengers' experiences. And, incidentally, he slipped in his reference to MONARCH OF BERMUDA. She was not "destroyed", only badly damaged, by fire as she is still afloat as the Greek ARKADIA. CITY OF SAVANNAH was not a tanker but a passenger liner of the Savannah Line. The book does not come up to A Night to Remember or Collision Course but is the best and only volume published on MORRO CASTLE. It is to be regretted that the author did not keep his historical narrative separate from his own conclusions. However, the book does warrant space on your shelf.

Kingston's Hudson-Champlain Souvenir Booklet 350th Anniversary 1609-1959, ed. Agnes Scott Smith. Kingston, N. Y. (Chamber of Commerce, Gov. Clinton Hotel), 1959. 68 pages. Ill. \$1.10.

The best part, for us, of Kingston's Hudson-Champlain brochure is its 12-page leading article by member Donald C. Ringwald, "When the Steamboats Reigned." Splendidly illustrated, this is one of the few solid historical products of a statewide observance which turned out to be intolerably barren. Besides Mr. Ringwald's article, Miss Scott's "Ulster County's Big Ditch" and the steamboat illustrations scattered throughout the brochure make it more than worth its price.

The First Transatlantic Cable, Adele G. Nathan. New York (Landmark Books, Random House, 33 W. 60th St.), 1959. 180 pp. Ill. Index. \$1.95.

Not exactly steamship history, member Adele Nathan's book covers a related field.

Poughkeepsie celebrates the first and last trips of the VIBBARD in a novel manner. It is needless to say that the ladies and children all turn out to salute the boats as they pass daily, with a dog who apparently would not miss participating in the ceremony for worlds, but on the occasion of the first trip everybody is arrayed in white and blue ribbons and armed with a miniature American flag, which is waved after a manner to delight General Dix, while the dog is ornamented with a blue ribbon collar of the most gigantic size. The demonstration is daily honored from the boat by dipping the flag and exuberant whistling.

"On the last trip down the faithful family salutes the VIBBARD, but everyone is dressed in black. There isn't a vestige of ribbon visible; the flags are there, but swathed with crepe and the melancholy dog is done up in black weepers, while the boat half-masts her flag and tolls her bell funerally. Such at least used to be the programme, which was probably carried out yesterday."

"MOURNING ON THE HUDSON"

This is the time of year when we make the last trip of the season on our favorite steamboat (if we can find one), and go home, filled with nostalgia for the old boat, and, in the back of our mind, the wonder whether we will run again next year.

How end-of-season was greeted 80 years ago is told in the following story sent in by Harry Cotterell, Jr. It appeared in the New York World of October 11, 1877, and is here reprinted as it was reprinted in the Newburgh Daily Journal two days later:

"The Albany day boats, the VIBBARD and the DREW, are closing the season with, it is to be presumed, the usual solemnities; half-masted flags and tolling of bells as at a funeral. Courtesies reciprocated, or rather acknowledgments joined in, at the towns along the Hudson in token of the mutual grief at the cessation of the daily visit till Spring.

"One family at a pretty villa above

A quick index check reveals no fewer than 26 vessels (almost all steam) which took part in the several attempts to lay a permanent Atlantic cable. The author describes the activities of Samuel F. B. Morse, Cyrus W. Field, I. K. Brunel, and many others involved.

Landmark Books are written for the 10-to-15 age group, but adults too will enjoy this one. Mrs. Nathan has reduced an amazing amount of technical detail to simple descriptions without violating accuracy. Purists will note that she has given GREAT EASTERN twin screws and cut her down to 3 funnels (it was one and 4, originally 5). However, if you have a 10-to-15 on your Christmas list, get this book. You'll read it before you wrap it!

Flag-Ship BREMEN: The story of a ship's dynasty, Eduard Zimmermann. Bremen (Norddeutscher Lloyd), n. d. 67 pages. Ill.

Apropos of the entry into service of BREMEN a PASTEUR, her owners have issued a very useful and attractive brochure, tracing the history of the name BREMEN through the five ships which have borne it under their houseflag. Founder of the "dynasty" was the first Norddeutscher Lloyd liner; most famous, the giant record-breaker of 1929. The author ingeniously discovers some respect in which each BREMEN was a pioneer. His text is in both German and English, the latter a not-very-felicitous translation. Pictures of all five liners are included.

Merchant Ships; 1959 Edition, E. C. Talbot-Booth. Liverpool 2 (Journal of Commerce, 17 James St.), 1959, 475 pages. Ill. Index. 84s.

This review is in the nature of a "welcome back" for Merchant Ships, and a hearty round of applause for its new publishers, for staking so much on their conviction that the "Janes" of world merchant shipping ought not to be allowed to die.

In contrast to its frequent revision before the early '40's, this is the first edition of Commander Talbot-Booth's work in ten years, and only the second since the war. Under the "new management" there are some marked changes in content, though format remains gen-

erally the same. Photographs have been eliminated, partly in view of the great expansion in the world fleet. However, the familiar Talbot-Booth silhouettes, arranged according to his identification system, now number over 4,500 and fill, with their concise registry data, nearly 350 pages. This major section is followed by 85 pages of fleet lists, all nationalities being grouped in a single alphabet and each company listing accompanied by its funnel marking. The index is supplemented with lists of name-changes, losses, and changes in appearance.

Those who have relied on Merchant Ships as a major reference tool in the past will find this new edition invaluable.

Fish and Ships, Ralph W. Andrews and A. K. Larssen. Seattle 11 (Superior Pub. Co., Box 2190), 1959. 173 pages. Ill. Index. \$10.

Latest in the Superior Publishing Company's series of handsome, large-page picture albums, this volume, unfortunately, has little to offer our readers. Barely 40 photos relate to steam, only a score of identified steamers are pictured, and supplementary text matter about them is scanty. (Editor's note: Publication is about due on this company's Pacific Coastal Liners. A pre-publication brochure promises a volume as good as Pacific Steamboats. It will be reviewed when published.

MISCELLANEOUS READING NOTES: (See also p. 72)

"Copper for the SAVANNAH of 1818," Frank O. Braynard, Publication of the American Jewish Historical Society, xlviii (1959): 170-176. Reprints available from author, American Merchant Marine Inst., 11 Broadway, NYC.

"Hudson River Racers," News From Home (Home Ins. Co., 59 Maiden Lane, NYC), Spring 1959: cover, 2-6. Ill.

"'A Trip Doon the Watter': Steamboats on the River Clyde," The Compass (Socony Mobil, 150 E. 42d, NYC), Jan.-Feb., '59: 22-26. Ill.

20th Anniversary Issue, Ingalls News, Ingalls Shipbuilding Corporation, Pascagoula, Mississippi, 10/31/58. Ill.

"The End of a Liberty," Lookout (Seamen's Church Inst., NYC), 2/59. PATRICK HENRY.

Capt. Donald T. Wright Invites You to Subscribe for

the WATERWAYS JOURNAL



Capt. Donald T. Wright

There is nothing like The Waterways Journal, issued weekly since 1887, about the rivers flowing into the Gulf of Mexico, and the boats, past and present, that have plied upon them. No fewer than 52 pictures each year are published of bygone steamboats, accompanied by full and accurate descriptive data. . . . A \$5 bill brings you 52 copies.

THE WATERWAYS JOURNAL 721 Olive St. ST. LOUIS 1, MO.

Heard On The Fantail

nd FANTAIL views, reminiscences, notes on steamboat d steamship operation, news members to Jay Allen, 2 ffer Court, Urbana, Ill.

Two FANTAIL views this
sue come from the collec-
on of our Great Lakes edit-
or. Father Dowling's photo
CITY OF HANCOCK a OSSIAN
DELL on this page was taken
1947 at Detroit, where the
Ol-built day passenger ves-
l was laid up.

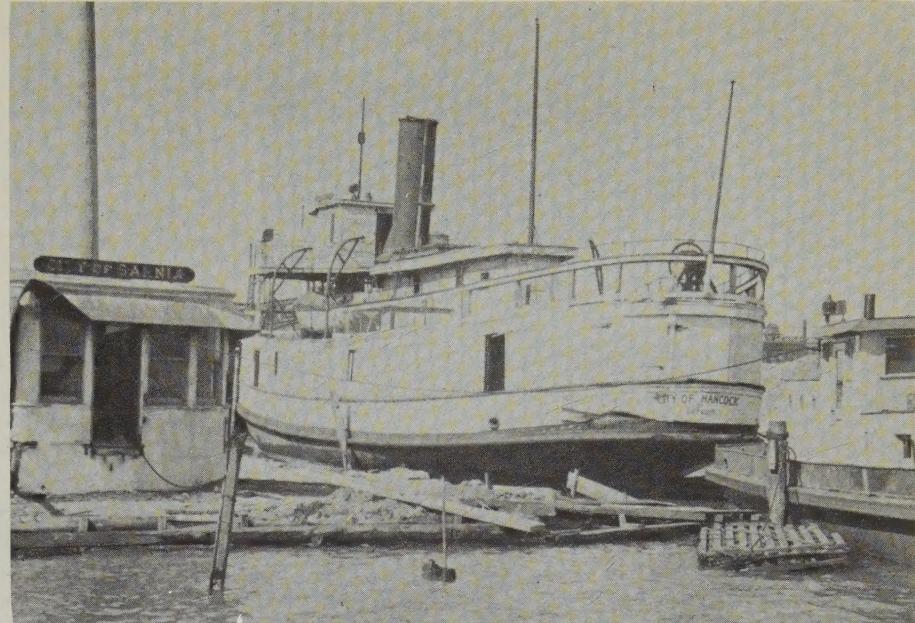
On the next page, whaleback barge 130 b LYNN is shown a Buffalo grain elevator. Built to the designs of pt. Alexander McDougall, s e Atlantic Coast. Desp alebacks were rounded only absolutely flat bottom.

Although I encompassed no steamboat days in my vacation this summer, I did have good "fantail session" with SSHSA member E. Norton at Bemus Point, N.Y., on Lake Chautauqua. He has a very extensive set of scrap books covering steamboating on the lake, methodically arranged, and based on newspaper accounts through the years as well as on his own observations. We expect to show you some of the fruits of his work in the near future. The last steamer on the lake, CITY OF JAMESTOWN (SB, 66:45) was laid up at Jamestown with flags flying, but no sign of impending operation. It was said that the few trips made last summer were not well patronized.

Now back to the matter of docking with the help of an anchor, and the promised word from Herbert Tapley on the subject, from Cooklin, Maine.

"While perusing HEARD ON THE FANTAIL, I
s very much interested with the account of
cking YARMOUTH by dropping an anchor to
lp swing her so she would be heading out.
saw practically the same feat performed
re in Center Harbor when the old tramp
eamer VAN came in to pick up our sardines.
r captain was Grover Ingalls.

"It was blowing a very stiff breeze WNW
raight into the harbor. Capt. Ingalls came
, made a small swing some distance from the
ad of the wharf, dropped his port anchor,
yed out chain, and kept her bowup with the
opeller. When her bow was even with the
rner of the wharf, he got out a starboard
w line, locked her anchor chain, and then



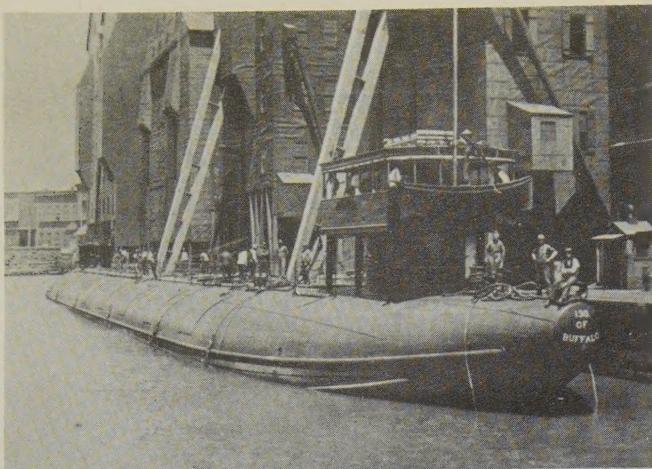
as her stern swung in, he of course, checked her with the propeller and rudder. When she was near enough, he got out a breast line, then the spring line, and finally the stern line. When she finally came alongside the wharf, she would not have broken an egg. It was a clever bit of boat jockeying. VAN, by the way, was 190 feet long."

We learn further from Richardson's Steamboat Lore of the Penobscot (p.179) that VAN was built as MANTEO in 1887, at Wilmington, Del., measuring 719 gross tons, and designed for freight service. By 1934 she was laid up in East Boston near the sunken CITY OF BANGOR, was later condemned and towed to sea and sunk.

Those of us who are interested in the Eastern S.S. Lines, Inc., will delight in the following notes from some of the Lines' log books, culled by Capt. John S. Blank, 3rd. Capt. Blank, incidentally, is working towards a book, Eastport to Hatteras, dealing with Eastern S.S. Lines and others as seen by the crew, a project which we heartily endorse and hope will soon be completed.

"One of my favorite shipboard pastimes before and after becoming a Master was to make an exact copy of the Logs of the various ships upon which I served. Therefore, to check more accurately into the question of the use of anchors in assisting in docking and particularly as YARMOUTH (sister to EVANGELINE), and the ports of Boston and New York have been mentioned, I have referred to the logs of the following vessels: CALVIN AUSTIN 1927, CAMDEN 1928, NEW YORK 1932, JEFFERSON 1932. No mention was made, nor do I remember an anchor being so used. However, NEW YORK was frequently assisted into Pier 19 North River by either GRACE BARRETT or GEORGE BARRETT of the Barrett Towing Lines. This usually occurred during a heavy flood tide.

"The same is true of EVANGELINE. W. F.



Whaleback Barge 130 b LYNN. --EJD Collection

Lakeman, Master, in 1930, while running New York to Yarmouth. It is noted on July 9, 1930, EVANGELINE, westbound, passed Execution Rocks Light at 5:22 a.m., Throggs Neck 5:46, College Point 6:00, Hell Gate 6:19 $\frac{1}{2}$, Man-O-War Rock 6:40 $\frac{1}{2}$ (which indicated she was bucking a good flood tide which commenced at 4:13 a.m.) the Battery 7:13, off Pier 18 at 7:19 a.m. Assisted by the tug GEORGE N. BARRETT, docking at 7:30 a.m. Running time dock to dock, 1 day, 20 hours, 17 minutes. 33 passengers, 25 tons cargo, 4 autos. Eastbound the same trip she had carried 249 passengers, 20 tons cargo and 19 sacks of U.S. Mail. (Ed. note: There seems to have been something special about this trip as her printed schedule for 1930 calls for arrival in New York at 6:30 p.m.).

"Tugs were also frequently used on the International Line, for from the log of the steamer SAINT JOHN, June 19, 1932, as well as the 21st and 23rd, Ralph J. McDonough, Master, I note that they were assisted on each occasion in departing from Saint John by the tug NEPTUNE (Can.). Arrival at Boston and docking on the south side of India Wharf are noted as follows: Aug. 2, 1932, docked by tug CLARA A. DOANE; Aug. 7, by tug SATURN; Aug. 4, by tug PETER W. FRENCH and Aug. 9, tug LUNA, 11th, tug TAURUS, etc. On each of these occasions the wind is given as "Fresh SW". The log of the same vessel when running Boston-New York, Nov.-Dec. 1932, Louis J. Breckenridge, Master, and Robert Allen, Master, have no entry of requiring tug assistance either to get into the north side of India Wharf, or Pier 19, North River.

"It is sad to read these logs, for the "Remarks" column contain memories of old relatives:

"Steamer SAINT JOHN, Westbound, Nov. 17, 1932: 11:30 p.m. passed SS LEXINGTON (Colonial Line), PLYMOUTH (Fall River Line), CITY OF LOWELL (Providence Line) westbound. Nov. 18th, Eastbound: 12:30 a.m. met S.S. GEORGE WASHINGTON (Old Dominion), our running mate, westbound. ACADIA had on westbound voyage of Nov. 8th stripped her main turbine and re-

turned to Atlantic Works, East Boston, for repairs. We were eastbound from New York that night and met CHESTER W. CHAPIN and CONCORD between Cornfield Light Vessel and the Race, followed by PROVIDENCE. I also note that at 5:20 a.m., Nov. 11, when westbound, with Great Captains Island @ (abeam?-ed.) at 5:15 a.m., we overtook the following Sound steamers: PLYMOUTH, NEW HAMPSHIRE (New London Line) and LEXINGTON.

"In 1903, April, the steamer EVANGELINE, International Line to Saint John, W. J. Lakeman, Master, no tugs used through the 11th. On that date, Capt. McDonough returned. Noted on 12th in Saint John, the tug FOREMOST #4 assisted in docking. April 13th, Boston, in a heavy NE gale, tugs SATURN and NEPTUNE assisted in docking. This is the only time I can remember when two tugs were used to dock as ESS Line vessel."

Many thanks, Captain, for those tid-bits. Now we look forward to more from you on the "Spring Line Controversy." Also, we're happy to inform you and other Fantailers that our Fantail views are made from most any size print, but we like at least 2-1/2 x 4-1/4 where possible, and glossy. We do not want negatives and will return prints when requested, especially if stamped return envelope is sent us. Except for Maine steamers, I am not personally interested in keeping the prints.

Capt. Walter Scott has sent word of the passing of Capt. James E. Staples, 81 years of age, the last survivor of the LARCHMON disaster of Feb. 2, 1907. Capt. Staples died in a nursing home in Ellsworth, Maine, on August 9, 1959. We will bring you Capt. Scott's memorial at our next gathering on the Fantail, come winter.

Mr. Norton, by the way, would be glad to hear from anyone who can help him locate pictures of the following boats of Lake Chataqua: ROBERT FALCONER (1835-39), WM. H. SEWARD (1839-45), EMPIRE (1946-47), HULLA VAIL (1850-51), WATER WITCH (1851-62), C. C. DENNIS (1856-63), POST BOY (1867), A.R. TRE (1868-69), and TRANSIT (1849-52), called "The Twins", a sort of catamaran, as I recall it first powered by horses, then by an engine added in 1849.

We also note that in the issue of August 1, 1959, Sidney L. Cullen is announced as the new Editor and Publisher of the Rockland (Maine) Courier-Gazette. As the successor to our good friend, the late John M. Richardson, we wish him all success. We hope he will be able to carry on John's "Steamboat Yarns", both as a Saturday column, and in book form in the not too distant future. Urge any readers of this column who can help in these important projects, to write the Editor Cullen with both pertinent material and encouragement. The same applies, of course, to

Yours truly, STEAMBOAT BILL

THE STEAMSHIP HISTORICAL SOCIETY OF AMERICA, INC.

The Steamship Historical Society of America was established in 1935 as a means of bringing together those amateur and professional historians interested in the history and development of steam navigation past and present. Incorporated in the State of Virginia in 1950 as a tax-exempt corporation, the Society is affiliated with the Marine Historical Association of Mystic, Connecticut. Close cooperation is maintained with other museums throughout the U. S. and Canada, including the Peabody Museum of Salem (original sponsors of the Society), The New-York Historical Society, The Mariners Museum, Newport News, Va.

The Society conducts many interesting activities in which all regular members can participate. They include the following:

1. **Subscription to quarterly journal, Steamboat Bill.** This is included in dues.
2. **Meetings.** National meetings are held at regular intervals and usually include visits to ships, museums, etc. Actual steamship trips are included whenever possible. Society chapters, of which there are several, hold monthly meetings with similar programs.
3. **Special Publications.** In addition to its quarterly journal, the Society from time to time publishes reprints of scarce articles on steamboat and steamship history. These are available to members almost at cost. In 1952 the Society published a complete list of all registered and enrolled steam vessels of the U. S. from 1807 to 1868. This volume, called **The Lytle List** is available at \$5.00.
4. **Photo Bank.** The Society maintains a file of more than 5000 photographs of steam vessels, including the Thomas H. Franklin Collection, and prints are available to members at nominal cost. Lists are provided by the Secretary at intervals.
5. **Library.** The Society maintains a library at its administrative headquarters at West Barrington, R. I., which is available to all members.
6. **Special Activities.** In 1950, the Society aided the Marine Historical Association of Mystic in saving the old Hudson River ferryboat Brinckerhoff for posterity. The venerable beam engine sidewheeler is now on exhibit at the Old Mystic Seaport.

Anyone seriously interested in steam or other power driven vessels, past and present, is eligible to apply for membership in The Steamship Historical Society of America, Inc. Dues are in various classes, beginning at \$4.00 for Annual Members. Members of the national organization are eligible to join chapters.

For further details write —

MR. ARTHUR B. CARLSON, Membership Chairman
Apt. 2B, 88 Cooper Drive
New Rochelle, N. Y.

OFFICERS — 1959

JAMES T. WILSON, President 414 Pelton Avenue, Staten Island 10, N. Y.	H. GRAHAM WOOD, Treasurer EDWIN A. PATT, Secretary 53 Annawamscut Road, West Barrington, R. I.
R. LOREN GRAHAM, Executive Vice President	

BOARD OF DIRECTORS

(Term expires 1960)

WILLIAM H. EWEN, Hastings on Hudson, New York	THOMAS A. LARREMORE, Sand Brook, New Jersey
R. LOREN GRAHAM, Swampscott, Massachusetts	DAVID A. TUFTS, Old Greenwich, Connecticut
JAMES T. WILSON, Staten Island, New York	

(Term expires 1961)

RICHARD W. BERRY, Plainfield, New Jersey	REV. EDWARD J. DOWLING, S.J., Wilmette, Illinois
WM. KING COVELL, Newport, Rhode Island	STEPHAN GMELIN, Cranford, New Jersey
ROBERT W. PARKINSON, Berkeley, California	

(Term expires 1962)

EDWARD O. CLARK, Chalfont, Pennsylvania	O. ASHBY REARDON, Alexandria, Virginia
EDWIN A. PATT, West Barrington, Rhode Island	DONALD C. RINGWALD, Kingston, New York
H. GRAHAM WOOD, Baltimore, Maryland	

CHAPTER OFFICERS

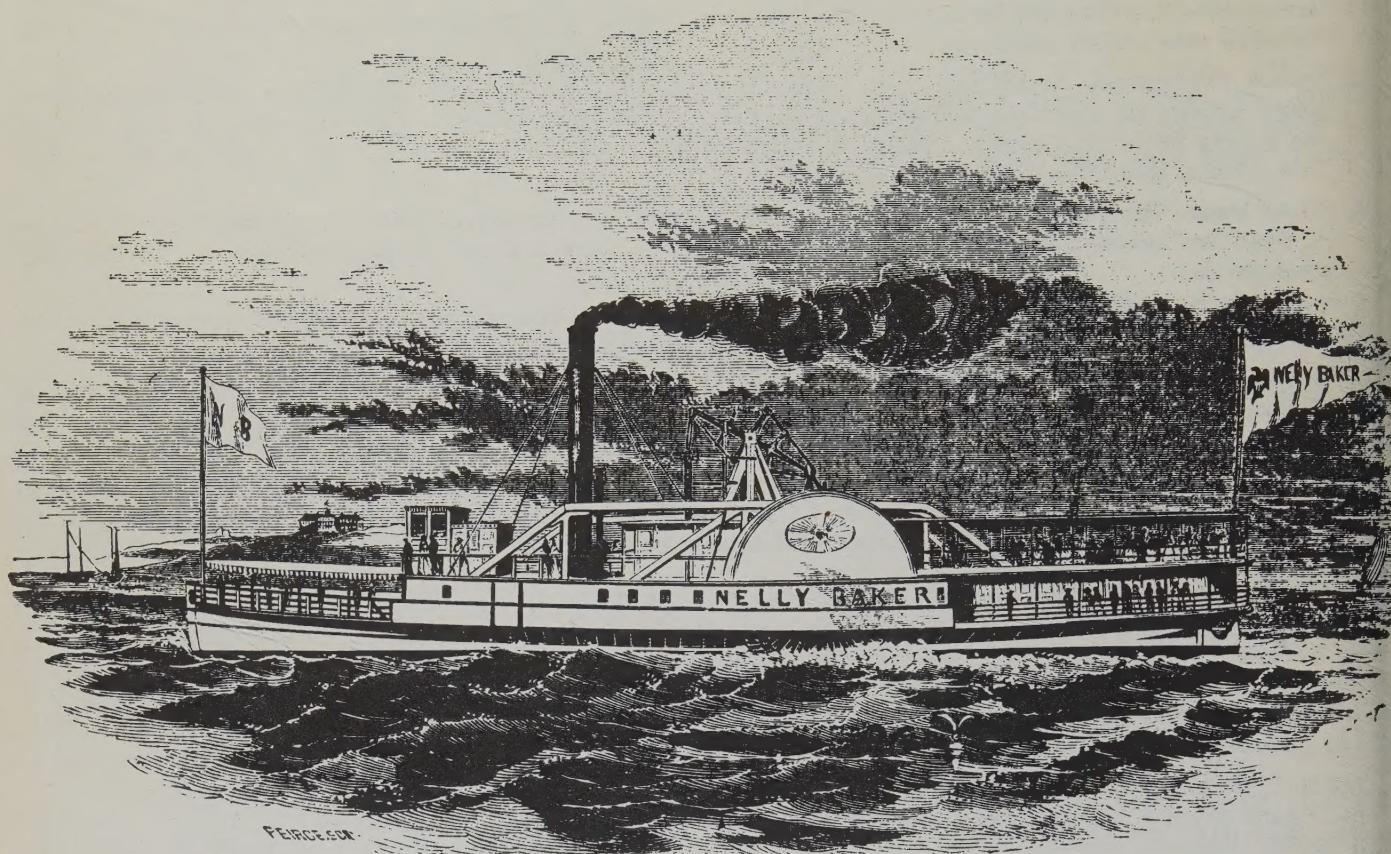
New York Chapter: LEO H. MALLEY, Chairman
ALICE S. WILSON, Secretary, 414 Pelton Avenue, Staten Island 10, N. Y.

New England Chapter (Boston): DAVID CROCKETT, Chairman
DAVID A. PEARSON, JR., Secretary, 219 Cross Street, Belmont, Mass.

Southern New England Chapter: J. KENNETH SHEPARD, Chairman
LOIS DEACON, Secretary, 169 Dexter Street, Providence 9, R. I.

Philadelphia Chapter: HENRY MERCUR, Chairman
SYDNEY S. BAKER, Secretary, 24 Valley Road, Apt. 5, Drexel Hill, Pa.

STEAMBOAT BILL



PERCIVAL.